

PLANNING COMMISSION

CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR



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PANE MEATOGA III
HILARIE ALOMAR
MELISSA MAY

August 1, 2022

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Waters and Councilmembers:

**SUBJECT: Aiea-Pearl City Transit-Oriented Development (TOD)
Neighborhood Amendments to Zoning Map Nos. 7 and 8**

The Planning Commission held a public hearing on July 13, 2022 in the above subject matter. No public and written testimonies were received. The public hearing was closed on July 13, 2022.

The Planning Commission voted unanimously 5:0 to recommend approval of the Aiea-Pearl City TOD neighborhood rail transit station area zone changes recommended by the Director of the Department of Planning and Permitting (DPP), together with DPP's recommendation of removing certain Unilateral Agreement conditions related to prior zone changes.

Enclosed is the DPP's transmittal to the Planning Commission, additional information that was presented at the public hearing, and the draft Bill.

DEPT. COM. 579

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
August 1, 2022
Page 2

Should you have any questions, please contact me at (808) 768-8007.

Sincerely,



Brian Lee, Chair
Planning Commission

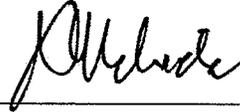
Enclosures

ACKNOWLEDGED:

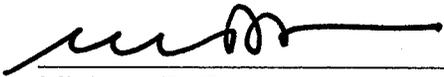


Rick Blangiardi
Mayor

ACKNOWLEDGED:



Dean Uchida, Director
Department of Planning and Permitting



Michael D. Formby
Managing Director

Authorization *Dean Uchida, Director*
Advertisement *July 1, 2022*
Public Hearing *July 13, 2022*

DEPARTMENT OF PLANNING AND PERMITTING
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RICK BLANGIARDI
MAYOR

DEAN UCHIDA
DIRECTOR

DAWN TAKEUCHI APUNA
DEPUTY DIRECTOR

June 24, 2022

MEMORANDUM

TO: Brian Lee, Chair
and Members of the Planning Commission

FROM: Dean Uchida, Director *DUchida*
Department of Planning and Permitting (DPP)

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Amendments to Zoning Map Nos. 7 and 8

2022 JUN 23 PM 2:13
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

In accordance with enabling Ordinance 09-4, relating to TOD, we are pleased to transmit two zoning bills to implement the adopted Aiea-Pearl City Neighborhood TOD Plan. These bills cover three additional rail transit station areas and propose the following:

- Zone changes for Halaulani (Leeward Community College), Waiawa (Pearl Highlands), and Kalauao (Pearlridge) station areas, approximately 373 acres; and
- Amendments to Land Use Ordinance (LUO) Article 9 (Revised Ordinances of Honolulu [ROH] Chapter 21) TOD Special District that incorporate the same station areas and certain updates.

Each proposed bill is accompanied by a staff report and recommendations. This memorandum frames the amendments within the larger context of the City's TOD efforts. Ordinance 09-4 states, in part, that "... a general land use scheme must be created that provides for a deliberate, inclusive process to plan for TOD so that well-defined, meaningful, and appropriate regulatory and incentive programs can be adopted for each area around a transit station or type of station." The DPP has followed such a process to develop the neighborhood TOD plans and is recommending approval of the proposed zone changes and LUO amendments.

Mr. Brian Lee, Chair
and Members of the Planning Commission
June 24, 2022
Page 2

Land Use Planning

The neighborhood TOD plans identify opportunities for new development, orderly growth, and improved accessibility around the rail transit stations. Each plan covers one to three station areas, and addresses land use, circulation, urban design, housing, community facilities, parking, pedestrian amenities, historic and cultural enhancements, and infrastructure. The neighborhood TOD plans are aligned with the Oahu General Plan and regional development plans. All of the neighborhood TOD plans have been adopted by the City Council.

As discussed in the attached zone change report, the DPP has analyzed all TOD properties along the entire rail transit corridor for sea level rise impacts. If over half of a property is impacted by the referenced 3.2 feet of projected sea level rise, it is being excluded from the TOD Special District and zone changes, even if recommended in its neighborhood TOD plan, since policies and regulations are still being developed to more fully address impacts.

Regulations and Community Benefits

The proposed LUO amendments and zoning map changes will help direct and manage growth around the rail transit stations. One of the most important changes involves rezoning from single to mixed uses. The City-initiated zone changes will expand the types of allowable uses and are intended to stimulate appropriate development activity around the stations.

The proposed TOD zoning for Aiea-Pearl City generally provides additional development rights to incentivize TOD and achieve desired community benefits. Any height increase over the current limits will be a bonus height. Bonus height and density are regulated through the TOD Special District within the LUO and require the provision of community benefits (e.g., affordable housing and streetscape improvements), which help further implement the neighborhood TOD plans.

The TOD Special District is designed to supplement or modify the underlying zoning district regulations to promote TOD (e.g., front yard requirements are relaxed to allow outdoor dining), while providing opportunities for review and comment on major projects. It also specifies site layout and ground-floor building design requirements to promote walkable, active streetscapes, and usable public space. These development standards are intended to improve the pedestrian experience around the rail transit stations, especially along designated "key streets," which are expected to handle the most pedestrian and business activity.

Mr. Brian Lee, Chair
and Members of the Planning Commission
June 24, 2022
Page 3

An island-wide affordable housing requirement (AHR), pursuant to ROH Chapter 38, imposes higher percentages of affordable housing on for-sale residential projects seeking TOD bonuses, among other factors. Whereas prior zone change applicants executed unilateral agreements to provide affordable housing, the AHR will apply to projects in these City-initiated TOD zone change areas that meet the applicability criteria stated in ROH Chapter 38. As mentioned, projects can also provide additional affordable housing as a community benefit to receive bonus height and/or density through TOD permits. Various ordinances have created financial and other incentives to develop affordable housing.

The TOD Special District and zoning were already adopted for the two Waipahu station areas through Ordinances 17-54 and 17-56, respectively. Through this and future submittals, zoning and the TOD Special District will be expanded to incorporate additional station areas, based on the recommendations of the adopted neighborhood TOD plans. Upcoming TOD neighborhood submittals will focus on areas where rail transit is scheduled for initial service.

Participatory Process

The neighborhood TOD plans were developed with extensive community engagement. Further engagement occurred for the LUO and zone change proposals. The Aiea, Pearl City, and Waipahu Neighborhood Boards did not take a position on the proposals. The TOD website (www.honolulu.gov/tod) provides additional opportunities to obtain information and provide input on TOD items, such as projects and proposed regulations.

Recommendation

The DPP has found the LUO and zone change proposals to be consistent with State and City land use plans and policies. Therefore, the DPP recommends approval. Please review the reports and recommendations and then forward them, together with your findings and recommendation through the Mayor, to the City Council.

Thank you for your continued support of these efforts.

Enclosures

cc: Mayor Rick Blangiardi
Michael D. Formby, Managing Director
Council Chair Tommy Waters

DIRECTOR'S REPORT
AIEA-PEARL CITY NEIGHBORHOOD TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN
RAIL TRANSIT STATION AREA ZONE CHANGES

- A. **Proposal.** The Department of Planning and Permitting (DPP) is proposing zone changes in conjunction with a TOD Special District designation (separate report and bill for an ordinance) around three new rail transit stations to facilitate implementation of the Aiea-Pearl City Neighborhood TOD Plan (TOD Plan). The stations are Halaulani (Leeward Community College [LCC]), Waiawa (Pearl Highlands), and Kalauao (Pearlridge). Hawaiian station names were approved by the Honolulu Authority for Rapid Transportation (HART) Board of Directors. The English name in parenthesis reflects the general location and is not a translation of the Hawaiian name. The proposed zone changes for the three rail transit stations cover approximately 383 acres in total and are summarized in **Tables 1 and 2**.

In general, the proposed zone changes and accompanying TOD Special District designation help implement the major emphasis of the TOD Plan—to create more compact, mixed-use neighborhoods. By designating mixed-use zoning districts, primarily the Apartment Mixed Use and Business Mixed Use districts, on most properties within one-half mile of the rail transit stations, the diversity of allowable uses and the potential activity generated by the close interaction of living, shopping, educational, cultural, and entertainment opportunities sets the stage for robust and vibrant neighborhoods. Generous pedestrian amenities, such as wider sidewalks and plazas, will help form comfortable gathering spaces and connections between the rail transit stations and where people live and visit.

Generally, the existing maximum building height limits in each zoning district are carried forward with the proposed zone changes. However, increased heights through new bonus heights are proposed in exchange for the provision of community benefits, such as streetscape improvements and affordable housing.

The proposed zone changes will more accurately reflect current and/or envisioned land uses. One notable example is the proposed zoning of LCC from the AG-2 General Agricultural District to the BMX-3 Community Business Mixed Use District and the AMX-2 Medium-density Apartment Mixed Use District. There is no agricultural activity on-site and the TOD Plan envisions eventual build-out of the large surface parking lot to accommodate students, staff, and commuters of rail transit.

Another proposal would rezone the Waiawa (Pearl Highlands) rail transit station from the AG-2 District to the BMX-3 District with a height limit of 150 feet. This zone change would allow for convenience commercial uses (e.g., food truck or stand) at the rail-bus transit station and/or commercial options integrated with a potential parking garage, all which would fall under the structures approved by an U.S. Army Corps of Engineers (USACE) permit.

Table 1: Halaulani (LCC) & Waiawa (Pearl Highlands) Rail Transit Station Areas Summary			
EXISTING			
Zoning Districts	Height Limit (feet)	Acres	Acreage (%) ¹
F-1 Military and federal Preservation	No limit	8.93	4.7
P-2 General Preservation	15-25 ²	2.05	1.1
AG-1 Restricted Agricultural	15-25 ³	2.44	1.3
AG-2 General Agricultural	15-25 ³	74.98	39.3
R-5 Residential	25-30 ²	11.97	6.3
A-1 Low-density Apartment	30	14.43	7.6
A-2 Medium-density Apartment	150	5.60	2.9
B-2 Community Business	60	16.49	8.6
IMX-1 Industrial-Commercial Mixed Use	60	53.92	28.3
TOTALS	n/a	190.81	100.0
Notes: ¹ Acreage percentages are approximate. Rounding may cause summation differences. ² Heights above the minima of the given range may require height setbacks or may be subject to other requirements. ³ Fifteen feet for nonagricultural structures and dwellings, up to 25 feet is permitted if height setbacks are provided. Any portion of a structure exceeding 15 feet must be setback from every front, side, and rear buildable area boundary line one foot for each two feet of additional height above 15 feet.			
PROPOSED			
Zoning Districts	Height Limit (feet)	Acres	Acreage (%) ¹
P-2 General Preservation	15-25 ²	9.64	5.1
AG-1 Restricted Agricultural	15-25 ³	3.05	1.6
AG-2 General Agricultural	15-25 ³	0.19	0.1
R-5 Residential	25-30 ²	0.47	0.2
A-2 Medium-density Apartment	60 and 150	0.47	0.2
AMX-2 Medium-density Apartment Mixed Use	30 (40) ⁴ and 40	44.25	23.2
AMX-3 High-density Apartment Mixed Use	30 (250) and 150 (250)	8.29	4.6
B-1 Neighborhood Business	40	0.49	0.3
BMX-3 Community Business Mixed Use	25 (60), 60, and 60 (250)	117.74	61.7
I-2 Intensive Industrial	60	6.21	3.3
TOTALS	n/a	190.81	100.0
Notes: ¹ Acreage percentages are approximate. Rounding may cause summation differences. ² Heights above the minima of the given range may require height setbacks or may be subject to other requirements. ³ Fifteen feet for nonagricultural structures and dwellings, up to 25 feet is permitted if height setbacks are provided. Any portion of a structure exceeding 15 feet must be setback from every front, side, and rear buildable area boundary line one foot for every two feet of additional height above 15 feet. ⁴ Heights in parentheses indicate maximum "bonus" heights contingent on provision of community benefits. Not all districts will include a listed bonus height.			

In addition, there are several proposed non-substantive or "housekeeping" zone changes, such as updating street zoning designations by reflecting the zoning of adjacent lots extending out to the street centerline.

The proposed zone changes also rezone portions of the Pearl Harbor Historic Trail (PHHT) to the P-2 General Preservation District. The change of zoning would help to implement the recommendations of the 2001 PHHT Master Plan by preserving the

PHHT as a major recreational, scenic, and historic resource. Preservation measures for envisioned greenways are also proposed along Kalauao Stream in Pearlridge by changing the zoning to the P-2 District.

Table 2: Kalauao (Pearlridge) Rail Transit Station Area Summary			
EXISTING			
Zoning Districts	Height Limit (feet)	Acres	Acreage (%) ¹
R-7.5 Residential	25-30 ²	0.47	0.2
R-5 Residential	25-30 ²	28.08	14.6
A-1 Low-density Apartment	30 ³	17.98	9.4
A-2 Medium-density Apartment	150	6.59	3.4
B-2 Community Business	60	90.16	46.9
BMX-3 Community Business Mixed Use	350 ⁴	13.99	7.3
I-2 Intensive Industrial	60	29.20	15.2
IMX-1 Industrial-Commercial Mixed Use	60	5.76	3.0
TOTALS	n/a	192.23	100.0
Notes: ¹ Acreage percentages are approximate. Rounding may cause summation differences.			
² Heights above the minima of the given range may require height setbacks or may be subject to other requirements.			
³ Heights for detached dwellings and duplexes shall comply with residential height and height setback requirements.			
⁴ Live, Work, Play Aiea per Development Agreement Ordinance 14-8.			
PROPOSED			
Zoning Districts	Height Limit	Acres	Acreage (%) ¹
P-2 General Preservation	15-25 ²	15.37	8.0
AG-1 Restricted Agricultural	15-25 ³	1.03	0.5
A-2 Medium-density Apartment	30 (60) ⁴ and (150)	15.17	7.9
AMX-2 Medium-density Apartment Mixed Use	30 (90) and 60 (90)	9.79	5.1
AMX-3 High-density Apartment Mixed Use	60 (150)	1.99	1.0
BMX-3 Community Business Mixed Use	30 (60), 30 (90), 60, 60 (90), 60 (120), 60 (150), 60 (350), and 150 (350)	148.88	77.4
TOTALS	n/a	192.23	100.0
Notes: ¹ Acreage percentages are approximate. Rounding may cause summation differences.			
² Heights above the minima of the given range may require height setbacks or may be subject to other requirements.			
³ Fifteen feet for nonagricultural structures and dwellings, up to 25 feet is permitted if height setbacks are provided. Any portion of a structure exceeding 15 feet must be setback from every front, side, and rear buildable area boundary line one foot for every two feet of additional height above 15 feet.			
⁴ Heights in parentheses indicate maximum "bonus" heights contingent on provision of community benefits. Not all districts will include a listed bonus height.			

Attachment 1 shows the location of the three station areas in relation to each other and highlights the extents of the proposed zone changes, while its attached table identifies parcels (177 in total: 61 in the Halaulani [LCC] and Waiawa [Pearl Highlands] station areas and 116 in the Kalauao [Pearlridge] station area) and streets affected by the proposed zone changes by station area. **Attachment 2** shows the existing zoning districts around the Halaulani (LCC) and Waiawa (Pearl Highlands) station areas on one map and around the Kalauao (Pearlridge) station area on another map.

- B. **Background.** Rail transit and a high-density rail corridor are part of the City's strategy to manage and direct future growth on the island. Channeling development to rail transit station areas will help curb sprawl and encourage new higher density infill development that takes advantage of and supports the rail transit system. TOD and related regulations support and encourage compact, mixed-use development within roughly

one-half mile of the stations. Higher density and higher building heights generally surround each station, but step down in height and intensity the farther one gets from a station to be compatible with existing uses on the periphery.

The vision of compact, mixed use, walkable neighborhoods was recommended for the three Aiea-Pearl City station areas in the TOD Plan adopted by the City Council in September 2014 (Resolution 14-71, FD1). Based on the TOD Plan's recommendations, the DPP is initiating these zone changes and adding the areas to the TOD Special District (established by Ordinance 17-54), which provides additional land use regulations to facilitate implementation of the TOD Plan. The accompanying TOD Special District regulations, presented in a separate report and bill for an ordinance, will apply development standards related to site layout and ground floor building design once the boundaries are extended around these three stations.

In addition, there are other implementing actions the City has been working on, including policies and regulations (e.g., affordable housing and climate adaptation) and catalytic projects (e.g., new transit centers and park space).

- C. **Property Owner/Community Meeting.** On January 5, 2018, the DPP mailed notification of a January 24, 2018, community meeting to property owners affected by the proposed zone changes and/or proposed TOD Special District, and to property owners within 300 feet of those properties.

In addition, the Mayor's representatives announced this community meeting at the Aiea Neighborhood Board (NB) No. 20 on January 15, 2018, and at the Pearl City NB No. 21 on January 23, 2018. Although the Waipahu NB No. 22 met on January 25, 2018, the day following the community meeting, the NB chair was provided with advance notice.

On January 24, 2018, the DPP held a community meeting at Pearlridge Elementary School to present the proposed zone changes and other TOD implementation measures. There were 71 persons who signed in. No one requested their property be included or excluded from the proposal. The majority of comments concerned: 1) the building heights around the stations potentially blocking views; 2) the advantages of the permit streamlining process; 3) the definition of affordable housing that would qualify as a community benefit; and 4) the real property tax implications of "up-zoning" to mixed-use zoning, and the available residential use dedication for commercial tax-rate exemptions on mixed-use districts. Opinions were also expressed about the disadvantages of reducing parking requirements and the environmental impact of denser development. Staff addressed these comments at the meeting and, as applicable, in the following sections of this report.

The DPP has also continued discussing the proposed TOD-related zone changes as part of the Primary Urban Center Development Plan update and in other meetings with the public since 2018. Concerns expressed by the public over the years have been addressed in the attached bills.

- D. **Public Agency Notification/Comments.** The DPP mailed notices to City departments and other public agencies listed below on March 6, 2018, requesting comments on the impact that the proposed zone changes may have on their facilities and services. A listing of agencies which submitted written comments is provided in **Table 3**. Written comments received by the DPP are summarized, then followed by a DPP response as necessary.

Table 3: Agency Requests for Comments	Written Comment	No Response
City Agencies		
Board of Water Supply (BWS)	X	
Department of Budget and Fiscal Services (BFS)		X
Department of Community Services (DCS)	X	
Department of Corporation Council (COR)		X
Department of Customer Services (CSD)		X
Department of Design and Construction (DDC)	X	
Department of Emergency Management (DEM)	X	
Department of Enterprise Services (DES)		X
Department of Environmental Services (ENV)		X
Department of Facility Maintenance (DFM)	X	
Department of Land Management (DLM)	X	
Department of Parks and Recreation (DPR)	X	
Department of Transportation Services (DTS)		X
Honolulu Authority of Rapid Transportation (HART)		X
Honolulu Fire Department (HFD)	X	
Honolulu Police Department (HPD)	X	
Neighborhood Commission Office (NCO)		X
Office of the City Clerk (CLK)		X
Office of Climate Change, Sustainability, and Resiliency (CCSR)		X
Office of Council Services (OCS)		X
Office of Economic Development (OED)		X
Office of the Managing Director (MD)		X
Office of the Mayor (MAY)		X
State Agencies		
Department of Business, Economic Development & Tourism (DBEDT)		
Office of Planning and Sustainable Development (OPSD)	X	
Department of Education (DOE)	X	
Department of Health (DOH)		X
Department of Land and Natural Resources (DLNR)		
Engineering Division	X	
Division of Fish and Wildlife (DOFAW)	X	
Land Division – Oahu district	X	
Historic Preservation Division (SHPD)	X	
Department of Transportation (DOT)		
Airports Division	X	
Highways Division	X	
Leeward Community College (LCC)		X
Office of Hawaiian Affairs (OHA)		X
Oahu Metropolitan Planning Office (OMPO)		X
Federal Agencies		
Department of the Interior (DOI)		
Fish and Wildlife Service (FWS), Pacific Islands Fish and Wildlife Office (PIFWO)	X	
Department of Housing and Urban Development (HUD)		X
US Navy, Commander, Hawaii Region (Navy)		X

1. City Agency Comment Summaries

- The BWS commented that a Water Master Plan (WMP) needs to be submitted for TOD areas subject to new roadway and water system infrastructure. The BWS stated it will determine the availability of water when building permit applications are submitted for its review and approval; however, it reserves further comments on system adequacy until development plans are formalized. Other BWS requirements will be imposed for cross-connection control and backflow prevention, water conservation, the use of non-potable water, such as from Kalauao Springs for irrigation of landscaped areas, and high-rise buildings with booster pumps.

DPP response: The BWS will have an opportunity to review and comment on major permit applications, projects which are most likely to involve significant infrastructure improvements. The DPP recognizes that certain projects may need a BWS-approved WMP, and projects must ensure adequate water capacity is available before obtaining building permits.

- The DCS stated that the proposed project would have no adverse impacts on any DCS activities or projects at this time.
- The DDC had no comments.
- The DEM commented on the likely increase in non-vehicular modes of transportation, such as walking or bicycling and taking transit, and the provision of additional bicycle, moped, and scooter racks that may take up sidewalk space and infringe upon the Americans with Disabilities Act accessibility requirements. For safety and security, DEM thinks there is plenty of lighting, but they hope the chosen lighting is the low-emitting diode type that will not create too much light pollution for residents or disorient nocturnal birds.

DPP response: It is not foreseen that the proposed zone changes will prevent these items from being addressed by the appropriate party. Developers must adhere to all local, state, and federal regulations. Furthermore, improvements to sidewalks adjacent to a project may be required by the applicable development permit, thus improving access for sensory and mobility-impaired individuals.

- The DFM questioned who will maintain TOD infrastructure improvements, in order to determine how its services will be impacted.

DPP response: Specific infrastructure improvements are not being recommended as part of this zone change proposal, although improvements may occur in connection with new development. (Note that the proposed establishment of the TOD Special District will incentivize property owners to provide and maintain improvements, such as publicly accessible plazas, in exchange for additional height and floor area.) The DFM will have the opportunity to review and comment on major permit applications, projects which are most likely to involve significant infrastructure improvements.

- The DLM supports the proposed changes and believes that this plan will transform the Aiea-Pearl City neighborhood into a live, work, play community. The DLM agrees with the proposed zoning, the additional height limits, and the increased density.
- The DPR had no comments.
- The HFD has access road and water supply standards for new projects, which includes submission of civil drawings for its review and approval.

DPP response: HFD requirements will be addressed during the standard special district and building permit process for new projects.

- The HPD noted that the potential economic and residential developments associated with the proposed zone changes around the three rail transit stations will increase vehicular and pedestrian traffic, potentially requiring an increase in police presence in these areas.

DPP response: Police services can gradually be added and funded by increases in property tax revenue generated from future redevelopment.

2. State Agency Comment Summaries

- In general, the OPSD, previously the Office of Planning, believes the state will benefit from the proposed zone changes because they will provide greater flexibility for providing affordable housing in a mixed-use environment; provide better access to jobs, goods, and services for residents; and capitalize on the redevelopment and greater revenue potential from mixed-use development projects on State-owned property. Adoption of the proposed zoning through this City action also relieves the State, or its potential private redevelopment partners, of the time and cost of seeking zone changes in the future.

The OPSD consulted the DLNR and Mr. Carleton Ching, Director of Land Development for the University of Hawaii (UH) System, regarding the proposed zone changes affecting their respective landholdings (TMKs 9-8-013: 014, 9-6-003: 048, and 9-6-023: 003). Neither the DLNR nor the UH had any objections to the proposed zone changes.

The OPSD also proposed that the TOD Special District be expanded to the State-owned properties in the Waimano Home Road area. These are just outside the half-mile radius and the proposed TOD Special District designation for the Waiawa (Pearl Highlands) rail transit station.

DPP response: The State and other property owners on Waimano Home Road may benefit from such a zone change and extension of the TOD Special District; however, the intent and priority is to encourage development in areas that are within close proximity of the rail transit stations. This Waimano Home Road area could be included in the future if market

conditions warrant, or the town center district could be pursued separately as a compact, mixed-use prototype using principles similar to those of TOD (currently being explored in the Primary Urban Center Development Plan update).

- The DOE commented that the Aiea-Pearl City station areas are within the Leeward Oahu School Impact Fee District, which assesses impact fees for new residential developments. Hawaii Revised Statutes (HRS) Chapter 302A-1606 also requires that residential developments with 50 or more units execute an agreement with the DOE before a building permit can be issued.

DPP response: Project developers will be encouraged to meet with the DOE as early as possible to execute an Educational Contribution Agreement.

- The DLNR, Engineering Division, had no comments.
- The DLNR Land Division – Oahu District had no comments.
- The DLNR, DOFAW, recommended incorporating green infrastructure and native flora within the TOD areas.

DPP response: Green infrastructure can help manage and treat stormwater, while delivering other benefits, such as more comfortable walking conditions from lower ambient urban temperatures. These items can be incorporated into City projects or as part of community benefit packages provided by private developers.

- The DLNR, SHPD, has no objections to the proposed zone changes or TOD Special District designations. The SHPD indicated they have records of several archaeological inventory surveys identifying archaeological, architectural, and cultural historic properties throughout the project area.

DPP response: The SHPD will be given the opportunity to review and comment on any future permit applications involving ground disturbing activities and/or historic structures.

- The DOT–Airports Division advised that all projects within five miles of Hawaii State airports seek guidance from Technical Assistance Memorandum, TAM-2016-1, for development activities that may require further review and permits (Kalauao [Pearlridge] rail transit station is closest at approximately 3.78 miles from the Daniel K. Inouye International Airport). Pursuant to Federal Aviation Administration (FAA) Order 5190.6B, the FAA encourages proponents of land use changes to notify the FAA as early in the planning process as possible. State, county, and federal agencies who have jurisdiction over areas within five-statute miles of airport boundaries and have permit authority over future land uses that may cause glint/glare hazards or aerial obstruction(s) to existing flight paths shall consider the FAA Advisory Circular 150/5200-33B in accordance with the FAA Obstruction Evaluation/Airport Airspace Analysis, Code of Federal Regulations, Part 77, in their decision-making on plans and permits.

DPP response: The DPP will advise developers and landowners undertaking major projects in the Aiea-Pearl City TOD neighborhood to notify and consult with the DOT–Airports Division and the FAA.

- The DOT–Highways stated Kamehameha Highway is a “Critical Urban Freight Corridor” with the National Highway Freight Network and that the number and widths of the lanes on Kamehameha Highway should be maintained.

DPP response: The proposed zone changes will not modify the number and widths of travel lanes on Kamehameha Highway. Development projects that could have an impact on Kamehameha Highway will be advised to consult with the DOT–Highways and will need DOT approval before building permits are issued.

3. Federal Agency Comment Summaries

- The PIFWO commented that there are protected species within the vicinity of the rail transit stations and recommended that the PIFWO be contacted early in the planning process of any project.

DPP Response: The DPP will advise developers and landowners developing in the Aiea-Pearl City TOD neighborhood to contact the PIFWO early in the planning process of their projects.

All written City and public agency responses received prior to the signing of this report are included in their entirety in **Attachment 3**. Comments received after the signing of this report will be transmitted separately to the Planning Commission or the City Council for consideration.

E. **Community Organization and Stakeholder Notification and Comments.** The DPP mailed out notices on March 6, 2018, requesting comments about the proposed zone changes to island-wide community organizations, the three applicable NBs (Aiea NB No. 20, Pearl City NB No. 21, and Waipahu NB No. 22), the Neighborhood Commission Office, the Hawaiian Electric Company, Pearlridge Satellite City Hall, City and State elected officials, and other stakeholders.

- During the comment period, the Aiea NB requested DPP staff attend their meeting on April 9, 2018, to give a brief presentation on the proposed zone changes and TOD Special District designation. Board members sought clarification about whether Sumida Farms was part of the proposed zoning, the history of the area included in the TOD Plan, and whether the TOD Special District can be expanded to include Halawa Heights.

DPP Response: At the meeting, DPP staff informed the Aiea NB members that there was no zone change to Sumida Farms, the history of Aiea-Pearl City was well-documented in the Aiea-Pearl City Livable Communities Plan on the DPP’s website, and the expansion of the TOD Special District to include Halawa Heights was not recommended at this time.

- Alexander and Baldwin, owner of the Pearl Highlands Center, was generally supportive of the proposed zone changes and TOD Special District regulations. However, they requested that nonconforming structures be able to be repaired, modified, and replaced, similar to the regulations adopted for the Waipahu TOD Special District.

DPP response: Non-conforming provisions of the TOD Special District will apply corridor-wide.

- Kamehameha Schools (KS) proposed higher heights than what the proposed TOD zone change and TOD Plan recommend. Generally, KS proposed increasing base heights between 30 and 90 feet, and bonus heights between 30 and 260 feet. Their contention is that the taller heights will produce more needed housing, foster height and density variety, and allow buildings to be more slender to protect views.

DPP response: Slight adjustments were considered appropriate to make on the bonus heights for KS's properties. The bonus heights proposed for the four KS properties and the two City-owned parcels adjacent to the Kalauao (Pearlridge) rail transit station were changed from 90 feet to 120 feet. The bonus height for one of the Pearlridge Uptown lots was changed from 90 feet to 150 feet. The bonus heights of two Pearlridge Downtown lots were changed from 60 feet to 90 feet. Factors contributing to the DPP's support included the ability to protect view planes, limited shadow impact to neighboring properties, existing topography, compatibility with surrounding height limits, the additional provision of community benefits, and the ability to review the additional bonus height on a project-by-project basis. The DPP, for example, can ensure that buildings are more slender in exchange for bonus building heights through the TOD Special District permit process.

- St. Timothy's Episcopal Church, via Group 70 International, submitted a request for their property located at TMK 9-8-013: 022 in the Kalauao (Pearlridge) station area to be included in the BMX-3 District and TOD Special District. They are seeking a height limit of 150 feet with a 350-foot bonus height.

DPP response: Responding to a prior request, the DPP did increase the bonus height limit for their property, as recommended in this zone change proposal, from 60 feet to 90 feet. The increase to 90 feet can still provide a good transition between adjacent sites, but anything higher would be inconsistent with the TOD Plan and neighboring parcels.

- Tian and I Ching Tsai requested that their property located at TMK 9-7-020: 056 in the vicinity of the Waiawa (Pearl Highlands) station area (next to the PHHT) be zoned to one of the mixed-use districts. Their letter did not specify which of the AMX or BMX districts they preferred.

DPP response: The proposed zone changes adjacent to their property are merely 'housekeeping' changes recommended by the DPP to extend parcel zoning out to the street centerline for map clarity purposes. Their property is not within the proposed TOD Special District boundary; therefore, the DPP did not modify its proposal to accommodate this request.

- Cutter Holdings, LLC expressed support for the zone changes generally, but requested that their entire parcel located at TMK 9-7-024: 036 in the Waiawa (Pearl Highlands) station area be rezoned to the BMX-3 District with a 60-foot height limit rather than having the lot split-zoned with the P-2 District. Cutter Holdings, LLC recommended pedestrian and/or bicycle easements to support connectivity.

DPP Response: While the DPP supports the offer and intent for greater pedestrian connectivity on the property, the DPP did not recommend rezoning the P-2 District portion in order to preserve and manage the drainage canal for the purpose of one day restoring it to its natural state and enhancing it with a pedestrian pathway.

All written community organization responses received prior to the signing of this report are included in their entirety in **Attachment 4**. Comments received after the completion of this report will be transmitted separately to the Planning Commission or the City Council for their consideration.

F. State Land Use Legislation Considerations.

1. HRS Chapter 205, Land Use Commission. The proposed zone change areas as shown in **Attachment 5** are entirely within the State Land Use (SLU) Urban District, except for a portion of the PHHT that is being rezoned to the P-2 District, which is within the SLU Agricultural District makai of the Halaulani (LCC) rail transit station. All of the proposed zone changes in the Kalauao (Pearlridge) station area are within the Urban District. The SLU Urban District includes lands characterized by “city-like” concentrations of people, structures, and services, while also including vacant areas for future development. The proposed zone changes are consistent with the purpose of the SLU Urban District. The SLU Agricultural District allows open area types of recreational uses, consistent with the proposed P-2 District along the applicable portion of the PHHT.

G. City Land Use Legislation Considerations.

1. Oahu General Plan (November 2021); Resolution 21-023, CD1. The proposed zone changes adhere to the General Plan objectives and policies, including the following key items:

Population, Objective B:

“To establish a pattern of population distribution that will allow the people of Oahu to live, work and play in harmony.”

Policy 1: “Facilitate the full development of the primary urban center through higher-density redevelopment and the provision of adequate infrastructure.”

Housing and Communities, Objective A:

“To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford.”

Policy 12: “Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in

convenient proximity to jobs, schools, shops, and public transit."

Housing and Communities, Objective C:

"To provide residents with a choice of living environments that are reasonably close to employment, schools, recreation, and commercial centers, and that are adequately served by transportation networks and public utilities."

Policy 5: "Support mixed-use development and higher-density redevelopment in areas surrounding rail transit stations."

Transportation & Utilities, Objective A:

"To create a multi-modal transportation system that moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves all users, including limited income, elderly, and disabled populations; and is integrated with existing and planned development."

Policy 5: "Support the rail transit system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel."

Physical Development and Urban Design, Objective A:

"To coordinate changes in the physical environment of O'ahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located."

Policy 6: "Facilitate transit-oriented development in rail transit station areas to create live/work/play multi-modal communities that reduce travel and traffic congestion."

Physical Development and Urban Design, Objective F:

"To create and maintain attractive, meaningful, and stimulating environments throughout O'ahu."

Policy 4: "Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor."

The proposed zone changes are intended to direct growth along the rail transit corridor through infill development with higher densities that can take advantage of and support rail transit and other non-automobile modes. Mixed-use zoning will allow for more diverse land uses, including affordable housing, that make for livable communities where people can live, work, and play within close proximity to transit stations. The accompanying TOD Special District will impose design control on new developments to ensure a pedestrian scale and interactivity with the public realm.

2. Primary Urban Center Development Plan (PUC DP) (June 2004): Ordinance 04-14. Revised Ordinances of Honolulu (ROH) Section 24-2.8 provides “that the review of applications for zone changes and other development approvals will be guided by the vision of the PUC DP. Decisions on all proposed developments shall be based on the extent to which the project enabled by the development approval supports the policies, principles, and guidelines of the PUC DP.” Currently, the PUC DP is being updated and a Public Review Draft was released at the end of May 2022 that strengthens the support of TOD. Of the three rail transit stations in this proposal, the Waiawa (Pearl Highlands) and Kalauao (Pearlridge) station areas are within the boundaries of the Primary Urban Center (PUC).

The PUC’s Role in Oahu’s Development Pattern.

Consistent with the provisions of the Oahu General Plan, the PUC is expected to accommodate a significant proportion of Oahu’s projected growth in residential population and jobs. Consequently, there will be more emphasis on TOD around each of the rail transit stations in the PUC DP now that TOD plans for all the neighborhoods under the City’s jurisdiction have been adopted by the City Council. The proposed zoning for the Waiawa (Pearl Highlands) and Kalauao (Pearlridge) station areas is evaluated in the context of the 2004 PUC DP with key items discussed below.

- a. Vision for the PUC. The vision for the PUC, as outlined in Chapter 2 of the PUC DP, emphasizes retaining the qualities that attract both residents and visitors, while encouraging growth and redevelopment to accommodate the projected increases in jobs and residential growth. The key elements of this vision include creating livable neighborhoods that offer in-town housing for people of all ages and incomes, supported by business districts, parks and plazas, and walkable streets.

The proposed zone changes will help implement this vision.

- b. Land Use Policies and Guidelines. The following policies and guidelines are most applicable to the proposed zone changes:

Section 3.2.2.1 Neighborhood Planning.

- “**Promote mixed land uses.** Office, retail, and community service uses can coexist with residential uses; and there are a number of opportunities for them to support each other. ... Neighborhoods with a strong mix of uses have activity 24 hours a day. ...”

Section 3.2.2.3 In-Town Residential Neighborhoods.

- “**Density.** Areas close to transit lines ... should be zoned for medium-density residential ... or high-density residential mixed use Neighborhoods in these zones would also include reinforcing uses which support resident lifestyle and livelihood choices, such as convenience of neighborhood stores, dining establishments, professional and/or business services, or other similar activities.”

Section 3.3.2 In-Town Housing Choices Policies.

- **“Provide for high-density housing options in mixed-use developments around transit stations.** This type of “transit-oriented development” facilitates transit use and allows increased densities without generating increased vehicular congestion.”

Section 3.4.2.1 Honolulu and Pearl Harbor Waterfronts.

- **“Create public open space along the Pearl Harbor waterfront and strengthen the physical and visual connections between the urban center and the water.** As shown on the Open Space and Land Use Maps, the *Development Plan* calls for converting lands along the East Loch shoreline to park use. Areas to be converted include ... the area currently in industrial use *makai* of Kamehameha Highway between Neal S. Blaisdell Park and Lipoa Place, which the City could acquire through eminent domain. Where conversion to park use is not feasible, encourage complementary redevelopment with incentives for higher zoning in return for view corridors, extra open space, public amenities, and public access to the shoreline.”

Section 3.4.2.5 Aiea-Pearl City Town Centers.

- **“Define the role of town centers.** Establish the “Pearlridge” area as the Pearl Harbor Regional Town Center, and strengthen the physical and visual connection between this urban activity center and the Pearl Harbor waterfront. Other town centers at Pearl City, Waimalu, Aiea, and Halawa should serve as more localized or specialized activity and service areas.”
- **“Promote mixed land use.** Town centers should support some form of mixed land use to respond more flexibly to market needs and to reduce dependency on the private automobile for local travel. The Pearl Harbor Regional Town Center should be designated for a greater diversity of uses than the other town centers, emphasizing an integration of medium- or higher-density residential and commercial development. Land use designations and design standards should be oriented toward assuming compatibility of building forms and uses, creating street connections, and providing a smooth transition between town centers and adjacent residential neighborhoods.”

Section 3.5.2 Policies.

- **“Implement land use strategies to achieve a balanced transportation system.** To improve the quality of life in the Primary Urban Center and to accommodate growth, development initiatives and regulatory controls should promote the growth of sustainable and appropriate alternative urban travel modes such as transit, walking, and bicycling.”

3.5.3 Guidelines.

- “Identify and stimulate transit-oriented development on potential infill and redevelopment properties within the rapid transit corridor. Examples of development stimulators include tax incentives,

development code amendments, and public infrastructure investments.”

The proposed zone changes will allow medium to high-density residential and commercial mixed uses in close proximity to each other and the rail transit stations. This concentration and composition will support transit and other non-automotive uses, such as bicycling and walking.

In exchange for bonus height and density, developers are incentivized to provide community benefits, such as affordable housing, plaza and park space, and street improvements. The TOD Special District that accompanies this zone change proposal identifies and protects important view corridors to Pearl Harbor. Landowners could also create public access (e.g., along the view corridors) to the PHHT and waterfront as a community benefit. Separately, the City is in the process of acquiring some waterfront property next to the Kalauao (Pearlridge) rail transit station with plans to convert it into park space.

c. Relation to Land Use Maps.

- Map A.1 shows that the Halaulani (LCC) and Waiawa (Pearl Highlands) station areas are within the east-west panoramic view cone, although Halaulani (LCC) is not within the scope of the PUC DP. The view starts from a vantage point close to the Pearl Harbor Visitor Center in Halawa. Despite their considerable distance, the two towers of Century Park Plaza, at approximately 400 feet tall, are visible from this vantage point. However, they do not block the panoramic view of the Waianae Range. Other buildings in the Waiawa (Pearl Highlands) station area are significantly shorter. The current height limits are maintained in this zone change proposal; however, in exchange for community benefits, parcels along Kuala Street, makai of Acacia Road (e.g., Pearl Highlands Center), could achieve a bonus height up to 250 feet. This area is closest to the rail transit station where the highest densities are envisioned in the TOD Plan. The 250-foot bonus height limit is still 150 feet shorter than Century Park Plaza. Therefore, the proposed heights are not expected to impede the view cone.

The only nearby mauka-makai view shown on Map A.1 is the view between Ford Island and the shoreline in the vicinity of the Kalauao (Pearlridge) rail transit station. However, analysis from site visits and imagery from Google Earth and ESRI ArcGIS illustrated the only public mauka-makai views are along Kaonohi Street, especially from more mauka vantage points. With the proposed zone changes, the view corridor of Pearl Harbor is still possible along the street. Building spacing and orientation standards being proposed in the accompanying TOD Special District will also help preserve views.

- Map A.4 shows mostly District Commercial use around the Kalauao (Pearlridge) rail transit station between Moanalua Road and Pearl Harbor. Around the Waiawa (Pearl Highlands) rail transit station, Medium to Higher Density Residential/Mixed Use, District

Commercial, and Industrial uses are shown. The proposed zone changes allow for a mix of uses, which generally adhere to these land use designations. The proposed zone change areas are also within the Urban Community Boundary.

The proposed zone changes are consistent with these designations.

3. Central Oahu Sustainable Communities Plan (CO SCP) (February 2021); Ordinance 21-6. ROH Section 24-5.8 provides that “[t]he review of applications for zone changes and other development approvals will be guided by the vision of the Central Oahu SCP. Decisions on all proposed developments must be based on the extent to which the project enabled by the development approval supports the policies and guidelines of the Central Oahu SCP.” Of the three rail transit stations in this proposal, only the Halaulani (LCC) station area is within the boundaries of the CO SCP.

Central Oahu’s Role in Oahu’s Development Pattern. The CO SCP reaffirms the roles the region plays in absorbing the island’s future growth in population and jobs as outlined in the Oahu General Plan.

- a. The Vision for Central Oahu. The vision of Central Oahu, as outlined in Chapter 2, includes a key element that pertains to designing communities to reduce automobile usage through medium density mixed residential and commercial development around the Halaulani (LCC) rail transit station.

The proposed zone changes will help implement this vision.

- b. Land Use Policies and Guidelines. The following policy is most applicable to the proposed zone changes.

Section 3.9.1 General Policies.

- **“Higher Density Housing along the Waipahū-Kapolei Rail Transit Corridor** – To promote use of mass transit, develop higher density residential use along a major rail transit corridor linking Waipahū with Kapolei in the west and with Primary Urban Center communities to the east.”
 - “Develop Medium Density Apartment and Commercial mixed uses at Transit-Oriented Development (TOD) areas around the three Honolulu Rail Transit stations.”
 - “Develop areas along the rapid transit corridor at housing densities of 25 units per acre, and encourage greater densities within the TOD areas.”

The proposed zone changes are consistent with providing medium density residential and commercial mixed uses in TOD areas. Proposed zoning in the Halaulani (LCC) station area will still allow for institutional uses on campus plus repurposing its underutilized space. The

accompanying TOD Special District will more closely address the land use guidelines (not listed here) from the CO SCP.

c. Relation to Land Use Maps.

- Appendix A of the CO SCP indicates that the Community Growth Boundary (previously Urban Community Boundary) contains the intended extent of developed or “built up” areas of urban and urban fringe communities. Medium Density Residential/Commercial Mixed Use designated areas where retail activities on the ground level with apartments above is encouraged. Map A-2: Urban Land Use shows that the proposed zone changes are within the Community Growth Boundary.
- Map A-2 shows LCC both as a designated transit node and as an institutional use. As a transit node, it may also become a center for medium-density residential and commercial development to support campus functions with student and teacher housing.

The zone change proposal is consistent with these designations.

4. Aiea-Pearl City Neighborhood TOD Plan (September 2014);

Resolution 14-71, FD1. The Aiea–Pearl City Neighborhood TOD Plan outlines a long-term vision for the areas around the Halaulani (LCC), Waiawa (Pearl Highlands), and Kalauao (Pearlridge) rail transit stations. The TOD Plan’s vision focuses development intensity within a half-mile of each station in order to create compact, dynamic, highly walkable communities that provide numerous housing, employment, educational, and recreational opportunities. The density and diversity of uses allowed under the proposal would contribute to a pedestrian environment and strong sense of place, both qualities that foster a more livable and vibrant community.

- a. Land Uses. The TOD Plan aims to reinforce the local identity of each station area, based on the current conditions and neighborhood vision. The TOD Plan recommends mixed land uses and improvements to the streets to make better connections for pedestrians and bicyclists in this predominantly auto-dominated environment.

The Halaulani (LCC) station area is envisioned as a college-oriented neighborhood catering to new residents and businesses, as well as students and faculty. The proximity to LCC and the rail transit station, as well as access to the PHHT, H-1 Freeway, and Kamehameha Highway will make this area a good location for new affordable housing and a mix of other supporting land uses, such as college-oriented retail, restaurants, banks, offices, and additional educational facilities.

The Waiawa (Pearl Highlands) station area is envisioned to be a major intermodal facility and connection point for riders coming from Ewa and Central Oahu. Connections to adjacent shopping centers via pedestrian bridges are proposed. High- and medium-density development is focused within one-quarter mile of the rail transit station. Housing densities and building heights step down away from the station as they

approach the single-family neighborhoods. Retail and mixed-use infill development is envisioned along Kamehameha Highway, Kuala Street, and Acacia Road to create a lively pedestrian environment and provide new jobs and services for area residents.

The Kalauao (Pearlridge) station area, which includes Pearlridge Center and Pali Momi Medical Center, is envisioned to continue its role as a major urban center and regional destination. Land makai of Kamehameha Highway and adjacent to Pearl Harbor, which offers access to the water, panoramic harbor views, and connections to the PHHT, is the focus of medium-density housing and mixed-use residential development. Land mauka of Kamehameha Highway, is the focus of higher-density, mixed-use offices, retail, and housing, especially along Kaonohi Street.

- b. Community Benefits. The TOD Special District and associated zone changes were recommended in the TOD Plan to implement the community vision for the Aiea-Pearl City station areas. The use of a “community benefits bonus” is an additional development policy called for in the TOD Plan, to both shape growth and development in the station areas and realize community values and needs. The use of bonuses is a means by which development is allowed to exceed a baseline level of floor-area-ratio and/or building height. The proposed zone changes will allow, on some properties, additional building heights (identified on the zoning maps inside parenthesis) with the provision of community benefits. For these projects, the neighborhoods in the vicinity of the rail transit stations benefit, as well as the broader community in addressing islandwide needs. Community benefit examples recommended in the TOD Plan include the creation of local jobs and workforce training, student and faculty housing, affordable housing, locally-owned retail support, pedestrian overpasses, connections to the PHHT, and street upgrades.
- c. Building Heights. The TOD Plan generally recommends building heights to be highest closer to the rail transit stations. The Halaulani (LCC) station area heights were recommended to be as high as 90 feet, but only if community benefits are provided.

The Waiawa (Pearl Highlands) station area heights were recommended up to 250 feet, if community benefits are provided.

The Kalauao (Pearlridge) station area heights are generally recommended to remain at 60 feet along the fringes, while properties along Kaonohi Street and Moanalua Road were recommended for higher heights, up to 350 feet, if community benefits are provided. While proposed building heights are generally higher closest to the other two rail transit stations, this approach varies in the Kalauao (Pearlridge) station area, in that heights are recommended to also step down towards the waterfront to preserve harbor views.

The additional heights may also allow buildings to be more slender, helping to protect view planes and limit certain shadow impacts.

5. Aiea-Pearl City Livable Communities Plan (May 2004). This community-based special area plan for the Aiea-Pearl City area is mostly focused on the transportation network with an emphasis on creating a more pedestrian-friendly, mixed land use environment, and revitalizing the livability and character of neighborhoods. This plan envisions strengthening the link between transportation and land use so that community design supports the use of transit and reduces dependency on the automobile.

The proposed zone changes will allow for mixed uses around the rail transit stations, and the community benefits incentives could help Aiea-Pearl City realize more recreational facilities, public parks, landscaping, and open space that were part of the Plan's vision. The P-2 District proposed for the PHHT, Kaluaao Stream, drainage channels, and Manana Kai Neighborhood Park is intended to preserve these features for open space, shoreline access, and outdoor recreational activities.

6. PHHT Master Plan (May 2001); Resolution 03-188, CD1. The purpose of the PHHT Master Plan is to focus attention and provide guidance on the components, attractions, and activity centers along the 18.6-mile historic trail between Aiea and Nanakuli that links adjacent neighborhoods to parks and recreation areas, regional attractions, historic sites, and natural habitats.

The proposed zoning preserves the former Oahu Railway and Land Company (OR & L) right-of-way (ROW) as a valuable recreational and historical asset. Opportunities for economic revitalization are also created as properties near the trail may have the ability to establish businesses that accommodate trail users and support its use.

7. Public Infrastructure Map (PIM); ROH Chapter 4. The PIM identifies proposed major infrastructure facilities projects. The Central Oahu and PUC PIMs show multiple project symbols overlapping the zone change areas (**Attachment 6**), listed below by each rail transit station area.

- a. Halaulani (LCC) station area – Central Oahu PIM and Central Oahu Supplemental PIM:

- Leeward Rapid Transit Corridor (RTC) Symbol 023. This symbol was included to preserve an old OR & L ROW for a possible rail transit system. However, since another alignment was selected for rail transit, the ROW is currently used as the PHHT. The P-2 District proposed along PHHT would not preclude train operations; however, recent discussions determined it infeasible to include train operations along this portion of the trail.
- Leeward RTC Symbol 029. This is an abandoned project, and it will be deleted from the PIM accordingly. This symbol is for a previous rapid transit plan whose western terminus was to be just west of LCC,

at what is now the Honolulu Rail Transit Project (H RTP) Rail Operations Center.

- Honolulu RTC, Transit Station (TS), and Corporation Yard (CY) Symbol 042. The RTC and TS at LCC are completed, pending the commencement of rail transit service. The adjacent CY that houses the H RTP operations and maintenance yard for the rail cars is also completed. The proposed zoning will compliment use of the rail transit system.

b. Waiawa (Pearl Highlands) station area – PUC PIM and PUC Supplemental PIM:

- Honolulu RTC Symbol 026. This is an abandoned project; it will be deleted from the PIM accordingly. This symbol is for a previous rapid transit plan for a rail transit guideway from just west of LCC to the UH at Manoa.
- Manana CY Symbol 108. This is a maintenance facility and yard for the Electrical and Maintenance Services Division of the DTS. The proposed zone changes will not prevent this type of project use.
- Pearl City Highlands Relief Drain–Drainage Way–Open Channel (D) Symbol 113. Construction of 3,700 feet of concrete channel and pipe drain system (extends outside of the proposed zone change area). The proposed zoning will not impact this project.
- Manana CY Symbol 130. This is a maintenance facility and yard for the DPR at the end of Makolu Street. The proposed zone changes will not prevent this type of project use.
- Honolulu RTC and TS Symbol 148. This project includes the RTC segment of the City’s rail transit guideway extending from Waiawa (Pearl Highlands) TS to Ala Moana. The elevated rail transit guideway is located in the middle of the Kamehameha Highway ROW. The HART also proposes to construct a bus transit center and park-and-ride facility next to the TS. The proposed zone changes will compliment use of the rail transit system and allow options to provide convenience retail or other commercial uses on site.

c. Kalauao (Pearlridge) station area - PUC PIM and PUC Supplemental PIM:

- Honolulu RTC Symbol 26. This is an abandoned project; it will be deleted from the PIM accordingly. This symbol is for a previous rapid transit plan for a rail transit guideway extending from just west of LCC to the UH at Manoa.
- Kalauao Stream Flood Control Project–D Symbol 114. The flood threat of Kalauao Stream has been a consistent and serious concern

in the lower Pearlridge community for many years. This project is for a reinforced concrete channel extending approximately 3,000 feet from Pearl Harbor to Hale Momi Place. A portion of Kalauao Stream within the project boundaries is proposed to change to the P-2 District to better reflect its land use purpose.

- Waimalu Stream Dredging–D Symbol 144. Dredging will remove accumulated sediments to improve flow capacity of the lower portion of Waimalu Stream between Moanalua Road and the mouth of the stream at East Loch. A portion of Waimalu Stream within the project boundaries is proposed to change to the P-2 District to better reflect its land use purpose.
 - Kaonohi Street Widening Symbol 147. The street widening project on Kaonohi Street next to the former Kam Drive-In site (Live, Work, Play Aiea project; see Section G.12 of report) will restore a second makai-bound travel lane complete with a 4-foot wide concrete median. The proposed zone changes will not affect this project.
 - Honolulu RTC Symbol 148 and Aiea Transit Center–TS Symbol 141. This project includes the RTC segment of the City’s rail transit guideway extending from Waiawa (Pearl Highlands) to Ala Moana, including the Kalauao (Pearlridge) integrated rail transit station and bus transit center. The elevated rail transit guideway is located in the middle of the Kamehameha Highway ROW. The proposed zone changes will compliment use of the transit system, and would allow for potentially developing affordable housing above or around the transit center under a long-term vision.
 - Pearlridge Neighborhood Park Symbol 150. This project is for a passive park to be located on three shoreline parcels near the Kalauao (Pearlridge) rail transit station. The City Council approved use of Clean Water and Natural Lands funds to acquire the property (Resolution 19-158, CD1), which is currently in process. The proposed zoning will allow for park use, and surrounding zoning bonuses could allow for private maintenance of the park as a community benefit.
8. Land Use Ordinance (LUO); ROH Chapter 21. The purpose and intent of City zoning districts are listed in LUO Article 3, Establishment of Zoning Districts and Zoning District Regulations. The proposed zone changes consist of the Preservation (Section 21-3.40), Agricultural (Section 21-3.50), Residential (Section 21-3.70), Apartment (Section 21-3.80), Apartment Mixed Use (Section 21-3.90), Business (Section 21-3.110), Business Mixed Use (Section 21-3.120), and Industrial (Section 21-3.130) districts.

The proposed uses, as recommended in the TOD Plan, meet the intent of each zoning district and fit within the allowable uses specified in LUO Table 21-3, Master Use Table. Most of the proposed zone changes to the Preservation, Agricultural, Residential, Business, and Industrial districts are merely

housekeeping measures (e.g., to extend adjoining property zoning to the center of the street for consistency).

In addition, LUO Section 21-9.100 allows the TOD Special District to impose regulations to supplement and modify the underlying zoning district and, if applicable, other special district regulations in order to encourage appropriate TOD. For example, the TOD Plan recommended prohibitions on auto-oriented uses so the TOD Special District could apply such a limitation over the underlying zoning. The proposed TOD Special District, which coincides with the zone change area, and its regulations are specified in LUO 21-9.100 and presented in an accompanying report that covers the same station areas.

9. ROH Chapter 21A, Flood Hazard Areas. The following Flood Insurance Rate Maps (FIRM) cover the project areas: Panel No. 15003C0239G, revised January 19, 2011, covers the Halaulani (LCC) and Waiawa (Pearl Highlands) station areas; and Panel No. 15003C0243H, revised November 5, 2014, covers the Kalauao (Pearlridge) station area. The FIRMs show the project areas are located in Zones X (unshaded), XS (shaded), A, AE, AEF, VE, and D; however, the vast majority of land is within Flood Zone X (**Attachment 7**).

According to the Flood Zone Definitions of the Federal Emergency Management Agency, Zone X (unshaded) is comprised of areas with minimal flood hazard above the 500-year flood level (0.2 percent annual chance of flood); Zone XS (shaded) is comprised of areas with moderate flood hazard between the 100-year (1-percent-annual-chance flood event) and 500-year flood levels with no base flood elevations (BFE) or depths shown; Zone A is comprised of areas with high flood hazard (1-percent-annual-chance flood event) but in a zone where no BFE is determined; Zone AE is comprised of areas with high flood hazard within the 100-year flood level; and Zone AEF is the actual floodway within the AE zone. Areas within Zone VE are subject to inundation by the 1-percent-annual-chance flood event with additional hazards due to storm-induced velocity (coastal) wave action and the BFE are determined. The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted.

Projects that occur in Zones A, AE, AEF, and VE are high-risk areas and must comply with ROH Chapter 21A, Flood Hazard Areas; mandatory flood insurance purchase requirements; and floodplain management standards of the National Flood Insurance Program.

The extent of the Tsunami Evacuation Zone (TEZ) is similar to that of the VE flood zone along the Pearl Harbor shoreline in the vicinity of the three station areas. The TEZ is the evacuation zone where most of Oahu's tsunami warning events will occur. Most of the TEZ falls within the proposed P-2 District. The TOD Plan recommends more park/open space along the shoreline, which can be accomplished as the parcels (many are large) redevelop.

10. ROH Chapter 23, Shoreline Setbacks and ROH Chapter 25, Special Management Area (SMA). Only the PHHT, proposed to be zoned to the P-2 District, is within the SMA in the Halaulani (LCC) and Waiawa (Pearl Highlands) station areas (**Attachment 8**). The project area makai of Kamehameha Highway

in the Kalauao (Pearlridge) station area is inside the SMA, and partially within the shoreline setback. Therefore, these parcels would continue to be subject to the requirements of ROH Chapters 23 and 25.

11. Climate Change and Sea Level Rise (SLR). Mayor's Directive 18-02, issued on July 16, 2018, directed City departments and agencies to use the Honolulu Climate Change Commission's *SLR Guidance* and accompanying *Climate Change Brief* as well as the State of Hawaii *SLR Vulnerability and Adaptation Report* in planning and decision-making, such as permitting requests and project proposals. Addressing SLR may involve relocating and elevating infrastructure and critical facilities; elevating surfaces, structures, and utilities; and/or other adaptation measures. Revisions to shoreline rules and regulations to incorporate SLR will mandate new standards for construction and conserve a natural, unarmored shoreline wherever possible.

Based on this information, the City established a planning benchmark of 3.2 feet of SLR to consider for new development by mid-century. A planning benchmark of six feet of SLR is recommended for projects with a life-span beyond mid-century and for critical infrastructure. In both cases, high tide flooding and nuisance flooding is anticipated to be present and precede the SLR by decades.

Various SLR levels can be seen on the Climate Ready Oahu Web Explorer, which is a compilation of datasets representing best available science for a variety of climate change stressors and regulatory layers. Generally throughout Aiea-Pearl City, areas along the shoreline, streams and drainage ways that empty into Pearl Harbor are within or adjacent to the 3.2-foot SLR Exposure Area (SLR-XA), as defined by the State SLR Report. The SLR-XA is a modeled area that depicts compound exposures to annual high wave flooding, coastal erosion, and rising sea levels. Overall, the proposed zone change areas are minimally impacted by the projected 3.2 feet of SLR-XA (**Attachment 9**).

In compliance with this directive, the DPP evaluated all TOD properties along the entire rail transit corridor. In areas where 3.2 feet of SLR-XA would impact over 50 percent of a property, the DPP is excluding the entire property from TOD Special District and/or zone change proposals (except to the P-2 District or for housekeeping purposes), even if recommended in the TOD Plan, since policies and regulations are still being developed to more fully address impacts. This threshold reflects, on average, the LUO building area/lot coverage regulations in similar zoning districts (although not regulated in TOD areas), and allows for design solutions for development outside of the SLR-XA on properties impacted under 50 percent. Additionally, properties under the threshold would still be eligible for TOD Special District density bonuses, which would allow development to further concentrate on land outside of the SLR-XA. Additional height above the existing height limit is not proposed for any property impacted by SLR-XA at this time, in order to limit overall development intensity until best management practices are established to most appropriately deal with SLR.

Adaptive design elements, drainage improvements, storm readiness, and other measures will need to be factored into both private and public investments. The DPP has developed Climate Adaption Design Principles for Urban Development as initial guidance to help developers strategize ways to mitigate certain climate

change impacts, including SLR, while still providing for a pedestrian-friendly environment that is critical to TOD. Additionally, the DDC and CCSR are developing Climate Adaptation Design Guidelines, which build off of the design principles. For now, these types of measures will be evaluated on a project-by-project basis through the permitting process, including the TOD and SMA permits.

12. Development Agreement (DA). In 2014, the City Council passed Ordinance 14-8 approving a change of zoning to the BMX-3 District with a 350-foot height limit for Live, Work, Play Aiea, a mixed-use project on the former Kam Drive-In site at the corner of Kaonohi Street and Moanalua Road. The project's corresponding DA was approved by Resolution 14-30. The DA has a 10-year term, which can be extended in two year increments, and stipulates the negotiated community benefits. The zone change recommended in this proposal lowers the property's base height limit to 60 feet (height limit prior to Ordinance 14-8), but maintains 350 feet as the bonus height limit, achievable through community benefits. The DA supersedes this zone change. However, in the event the DA expires, the underlying zoning will take effect and the proposed bonus height would still allow for community benefits in exchange for the additional height above the base height for new development.
13. Unilateral Agreements (UA). A UA is a recorded document which encumbers the property, regardless of ownership change. There are six UAs affecting past developments within the Kalauao (Pearlridge) station area (Harbor Pointe condominiums, First Hawaiian Bank, Pearl Horizons condominiums, Pearlridge Center, Harbor Centre Business Park, and Best Buy) and two UAs affecting past developments within the Waiawa (Pearl Highlands) station area (Home Depot and Manana Industrial Park). These UAs were attached to prior zone change ordinances and contain various conditions with which a developer is required to comply.

The following is a review and determination of which UA conditions should be deleted, based on current site conditions, the neighborhood vision, and recommendations of the TOD Plan. Once the conditions are deleted by ordinance through this zone change proposal, it will be the landowner's responsibility to follow up with the State of Hawaii Bureau of Conveyances (regular and Land Court systems) to have them removed from the property title. The DPP will notify affected owners.

Waiawa (Pearl Highlands) Station Area.

- a. Ordinance 98-15 (Home Depot site; a "big box" retailer). UA Condition 1 of this ordinance is no longer necessary. It states:

- "1) The Land shall be offered for disposition by the City in accordance with terms and conditions which shall be approved by the Council by adoption of a resolution. As used herein, "disposition" of the Land includes the sale, lease or joint development of the Land. No proposals, offers, or bids from interested parties shall be solicited prior to Council approval of the terms and conditions. The terms and conditions shall at a minimum include:

- i) The extent of any further subdivision of the Land which may be required;
- ii) The acceptable types of development of the Land; and
- iii) The following community benefits, which may be equitably apportioned if more than one developer is involved or the Land is further subdivided by the City prior to the City's solicitation of proposals, offers or bids:
 - a) A donation of \$200,000 to the City to be used for improvements to a park or athletic playing field in the neighborhood near the Land; and
 - b) Contributions totaling \$100,000 to community programs and/or projects which may include education, sports and recreation or facilities improvements for the area. The Pearl City Task Force established pursuant to Resolution 94-327, CD1, FD1, shall consider requests for contributions from qualified programs and/or projects and shall determine the amounts, if any, to be contributed to said program and/or project. The Pearl City Task Force shall direct the Developer to make the contributions directly to the programs and/or project, and the Developer shall make the contribution within ten (10) working days of such request.

The proposed terms and conditions shall be forwarded to the Council with an assessment of the anticipated environmental impacts of the possible type of types of development permitted by the terms and conditions, and an economic analysis setting forth the impact of the possible type or types of development on the economy and existing businesses of the City. Notwithstanding Council approval of the terms and conditions, no actual disposition of the Land shall be made by the City without prior Council approval and authorization of the disposition by adoption of a separate resolution. The proposed disposition of the Land shall be forwarded to the Council with an assessment of the anticipated environmental impacts of the proposed development, and an economic analysis setting forth the impact of the proposed development on the economy and existing businesses of the City.”

DPP rationale for removal: This type of condition for disclosure and the negotiation of additional community benefits is no longer necessary following disposition, and the proposed zone changes also allow for community benefits in exchange for additional height and density. Furthermore, conditions can be attached to individual projects through the TOD Special District permit process. Therefore, it does not need to be maintained and is recommended for removal from the UA.

- b. Ordinance 02-13 (Manana industrial and commercial area). UA Condition 2.b.(3) of this ordinance conflicts with the proposed zone changes and/or TOD Special District regulations. It states:

“b. Yards and Height Setbacks.

- 3) Lots fronting the Diamond Head/Makai side of Kuala Road, also identified as the “Spine Road” should have a minimum 20-foot front yard, while lots fronting the Ewa/Mauka side of Kuala Road should have a minimum 10-foot front yard. In both cases, no portion of a structure shall exceed 15 feet in height along the buildable area boundary line, provided that additional height may be permitted if the additional height is set back one foot from the buildable area boundary line for each 2 feet in height or fraction thereof. This setback should be a continuous plane from the top of the structure to the beginning of the additional height;”

DPP rationale for removal: One of the objectives in the TOD Plan is to locate buildings closer to the street. The 20-foot setback on the diamond head/makai side of Kuala Road imposed by Condition 2.b.(3) would prevent that. The two-to-one transitional height setback ratio above 15 feet is no longer necessary because the width of Kuala Road (four lanes with a median strip, two bike lanes, and eight-foot wide sidewalks on each side of the road with street trees) provides a generous open-air feel with plenty of air circulation and sunlight. Therefore, the Kuala Road mauka-makai view corridor is preserved.

Redevelopment of these commercial areas into TOD neighborhoods with the current and proposed 60-foot building height could potentially block some views of the Waianae Range. However, TOD Special District regulations accompanying this zone change proposal will address building placement. Therefore, this condition is recommended for removal from the UA.

Kalauao (Pearlridge) Station Area.

- a. Ordinance 78-45 (Harbor Pointe; a complex of low-rise resident condominiums). The UA conditions of this ordinance do not conflict with TOD.
- b. Ordinance 79-52 (First Hawaiian Bank and the Pali Momi Medical Center; located next to Pearlridge Center). UA Conditions 1 and 2 are in conflict with the proposed zone changes and/or TOD Special District regulations. They state:

- “1. The maximum height of buildings constructed on said Property shall not exceed 40 feet from the highest buildable elevation.
2. That the remainder of the Property not occupied by the Bank shall be used for a medical clinic and related purposes.”

DPP rationale for removal: According to the zone change records, this condition was imposed to maintain a low profile, urban design concept depicted by the PearlrIDGE Shopping Center at the time. Plan Review Use permits (most recently adopted by Resolution 96-121, CD1) have allowed for heights up to 60 feet on site for the Pali Momi Medical Center. The 60-foot height limit is also the existing B-2 District zoning map height limit for all of the commercial properties in the surrounding area, including the site. This base height is maintained with the proposed zone change for the property, but for consistency with the TOD Plan, a 90-foot bonus height limit is recommended. In addition, the restriction for bank and medical clinic uses only on site would significantly limit other options available under the mixed-use, vertical development recommended in the TOD Plan. Therefore, these conditions are recommended to be deleted from the UA.

- c. Ordinance 79-95 (West Ridge Shopping Center; a low-rise commercial center). The conditions of this UA do not conflict with TOD.
- d. Ordinance 80-74 (Pearl Horizons; a complex of low-rise resident condominiums). The conditions of this UA do not conflict with TOD.
- e. Ordinance 82-1 (PearlrIDGE Center; a regional shopping mall). UA Condition 2 of this ordinance is in conflict with the proposed zone changes and/or TOD Special District regulations. It states:

- “2. That the Declarant agrees to the imposition of the following condition on the Land: The maximum height of buildings constructed on the Land shall not exceed 60 feet from the highest buildable elevation.”

DPP rationale for removal: According to the zone change records, this condition was intended for consistency with heights on adjacent property. The 60-foot height limit is now the existing B-2 District zoning map height limit for all of the commercial properties in the surrounding area, including the site. This base height is maintained with the proposed zone change for the property, but for consistency with the TOD Plan, a 90-foot bonus height limit is recommended. The remaining conditions are related to Condition 2. Therefore, the entire UA is recommended to be deleted.

- f. Ordinance 00-51 (Harbor Center; a waterfront industrial area). The UA conditions of this ordinance do not conflict with TOD.

- g. Ordinance 04-04 (Best Buy; a “big box” retailer). UA Conditions Nos. 1.a and 3 of this ordinance are in conflict with the proposed zone change and/or TOD Special District regulations. They state:

“1) a. A 10-foot setback (provided that architectural embellishments may encroach a maximum of one foot into the setback) along Kamehameha Highway fronting the main Project structure, extending 35 feet at the access easement extending from Kanuku Street and continuing along the area fronting the deck parking structure except for the up-ramp. All setback areas shall be landscaped.”

“3) Building height along Kamehameha Highway shall not exceed 40 feet from the average elevation of Kamehameha Highway along the length of the Land, provided that architectural details and embellishments and elevators and other rooftop equipment shall not exceed 55 feet.”

DPP rationale for removal: Condition 1.a is project specific (pertains to a planned, but not built, parking garage). Similar project-specific requirements for new structures can be formulated, as needed, through a TOD Special District permit when redevelopment is proposed; therefore, Condition 1.a is recommended for removal from the UA. Condition 3, which imposes a 40-foot height limit, is obsolete. The existing height limit on the zoning map is 60 feet, and the TOD Plan also recommends 60 feet for the site. The TOD zone change maintains the zoning map height limit (no bonus height); therefore, Condition 3 is recommended for removal from the UA.

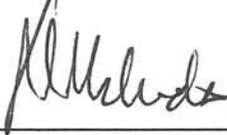
14. Other Considerations. The City is developing regional infrastructure plans for the TOD corridor to identify infrastructure needs which will serve as a tool to prioritize infrastructure investments. Nevertheless, the provision of public facilities and services is and will continue to be evaluated on a project-by-project basis during permit application reviews. Individual projects will also be evaluated for compliance with other applicable policies and laws, including, but not limited to, HRS Chapter 343, Environmental Impact Statements, and HRS Chapter 6E-42, Historic Preservation.

Following public input (see Sections D and E) and a more thorough analysis of SLR (see Section G.11), minor adjustments were made to the original zone change proposal. Changing the zoning of other properties recommended in the TOD Plan may be proposed in the future should new conditions warrant their inclusion. Based on existing conditions, the properties included in this zone change proposal were determined to be the most appropriate at this time.

15. Recommendation. The proposed zone changes are found to be consistent with State and City land use plans and policies. The Director of the DPP, therefore, recommends that the proposed zone changes, involving multiple zoning districts and height limits, be APPROVED as shown in Exhibits A and B of the draft Bill for an Ordinance (**Attachment 10**). In addition, the Director recommends the removal of the UA conditions related to prior zone changes be APPROVED as listed in the draft Bill for an Ordinance.

Dated at Honolulu, Hawaii, this 24th day of June, 2022.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
STATE OF HAWAII

By 

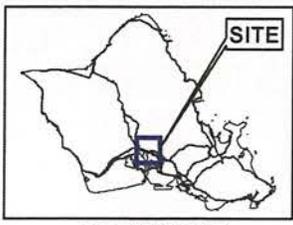
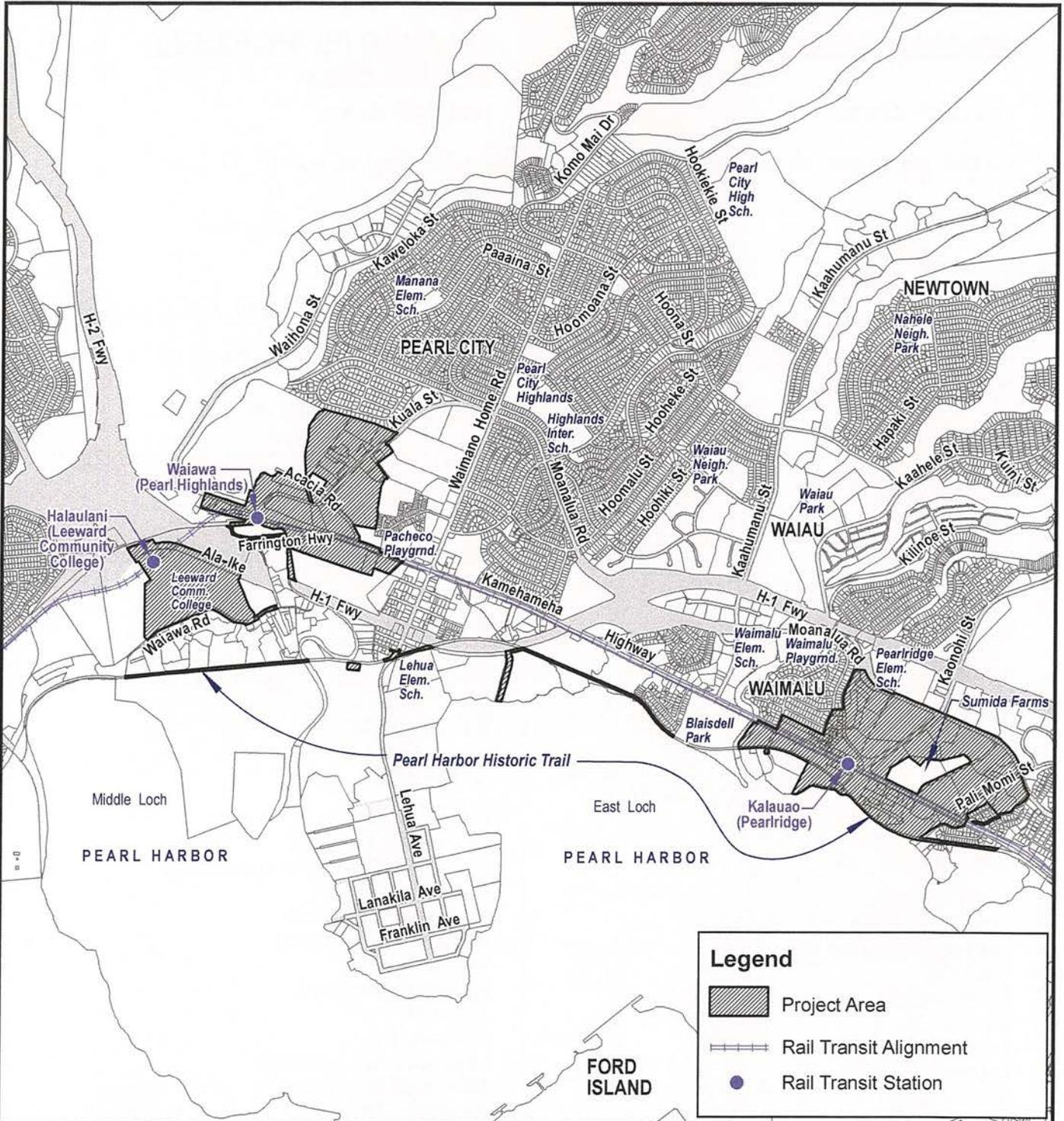
Dean Uchida
Director

Attachments

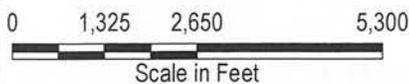
ATTACHMENT 1

LOCATION MAP AND LIST OF AFFECTED PARCELS
(TMK) AND STREETS BY STATION AREAS

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VICINITY MAP



LOCATION MAP

Halaulani (LCC), Waiawa (Pearl Highlands), and Kalauao (Pearlridge) Station Areas

TAX MAP KEYS: See Location Map Attachment, List of Affected Parcels (TMK) and Streets by Station Area

FOLDER NO.: 2016/GEN-2

HALAULANI (LCC) STATION AREA

TAX MAP KEYS:

9-6-003: por. 1, por. 39, por. 43, 48, 49

STREETS:

Ala Ike (portion)
Waiawa Rd. (portion)

WAIAWA (PEARL HIGHLANDS)
STATION AREA

TAX MAP KEYS:

9-6-003: 12, 13, por. 14, 15, por. 16, 17, por. 18

9-6-004: por. 6

9-7-016: 28

9-7-018: por. 10

9-7-020: 59

9-7-023: 1, 17, 18, por. 20, 21

9-7-024: por. 6, por. 27, 28, 33-35, por. 36, 40,
43, 44, 51, 56, 58, 59, 62-64, 66-75

STREETS:

A Rd. (portion)
Acacia Rd. (portion)
Farrington Highway (portion)
Hoola Pl.
Kamehameha Highway (portion)
Kipaipai St.
Kuala St. (portion)
Lehua Ave. (portion)
Makolu St.

KALAUAO (PEARLRIDGE)
STATION AREA

TAX MAP KEYS:

9-7-018: por. 10, por. 12, 17

9-8-004: 16

9-8-007: por. 2

9-8-009: 1, 3, 5, 7, 8, 10-12, 14-17, 20-22, 25

9-8-010: 1-3, 6, 9, 18-26, 29-32, 34-44, 47, 48

9-8-013: 13-15, 20-25, 30, 31-33

9-8-014: 3-10, 12, 13, 15-22, 24, 25, 27, 29, 30

9-8-015: 44, 45, 47

9-8-016: 29-32, 37, 42, por. 45, 49, 51-53, por. 54,
55-58

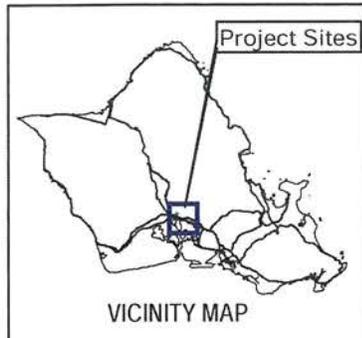
9-8-021: 55

9-8-022: por. 72, 74, 78-81, 85, 86

9-8-025: 30, 60

STREETS:

Haukapila Rd.
Hekaha St. (portion)
Kamehameha Highway (portion)
Kanuku Pl.
Kanuku St. (portion)
Kaonohi St. (portion)
Kauwa St.
Lii Ipo St. (portion)
Lipoa Pl.
Lokowai Pl.
Moanalua Lp. (portion)
Moanalua Rd. (portion)
Pali Momi St.

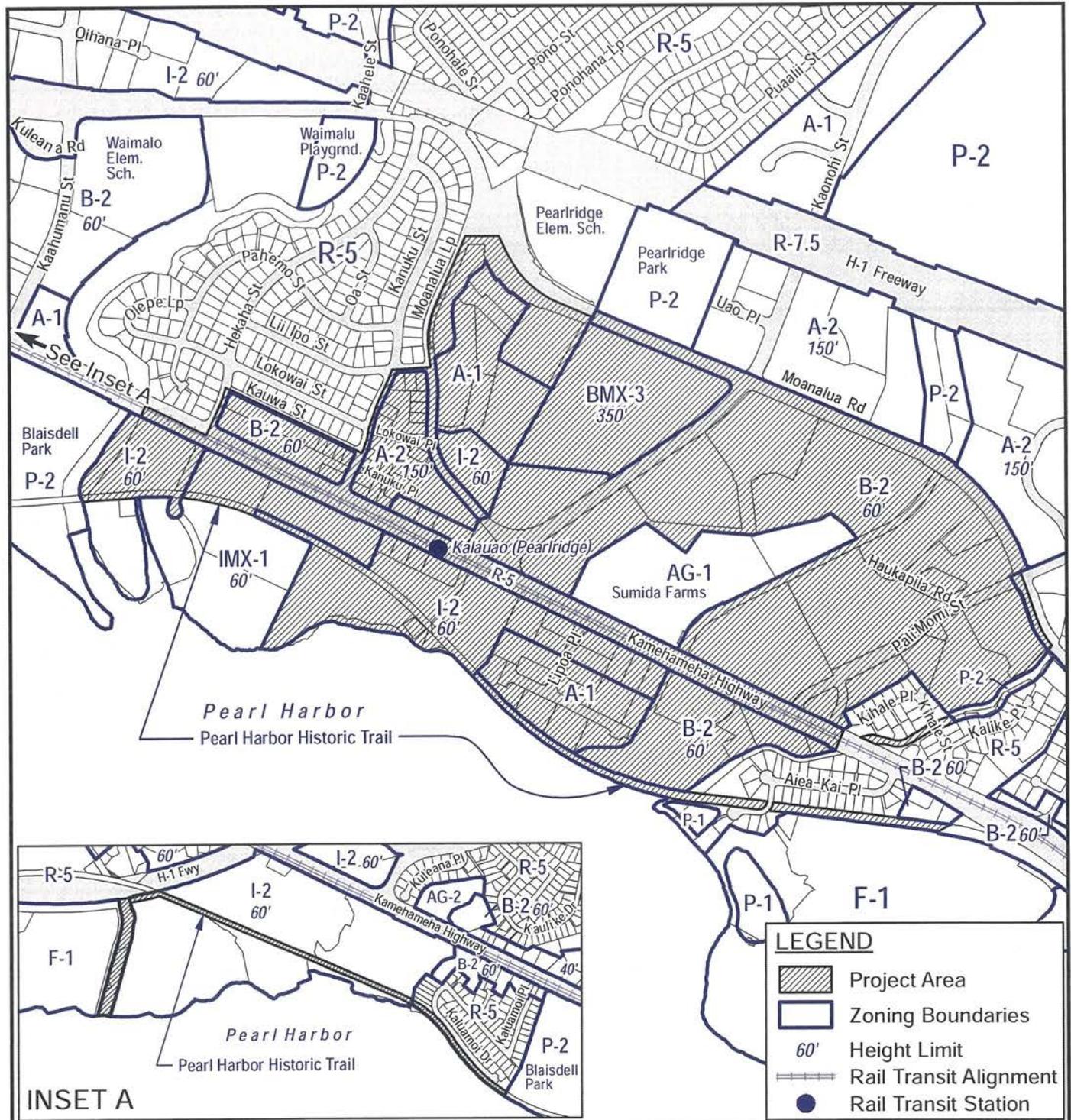


**LIST OF AFFECTED PARCELS (TMK)
AND STREETS BY STATION AREA**

FOLDER NO.: 2016/GEN-2

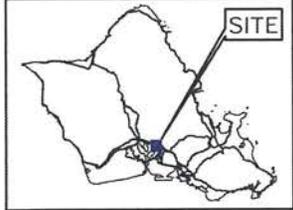
ATTACHMENT 2
EXISTING ZONING MAPS

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LEGEND

-  Project Area
-  Zoning Boundaries
-  Height Limit
-  Rail Transit Alignment
-  Rail Transit Station



PORTION OF EXISTING ZONING MAP
HALAWA - PEARL CITY
 Kalauao (Pearlridge) Station Area

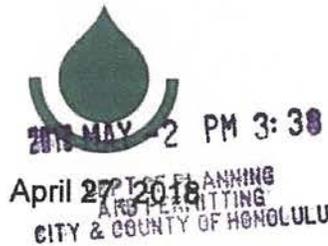
FOLDER NO.: 2016/GEN-2

ATTACHMENT 3
AGENCY RESPONSES

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BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
www.boardofwatersupply.com



KIRK CALDWELL, MAYOR

BRYAN P. ANDAYA, Chair
KAPUA SPROAT, Vice Chair
DAVID C. HULIHEE
KAY C. MATSUI
RAY C. SOON

ROSS S. SASAMURA, Ex-Officio
JADE T. BUTAY, Ex-Officio

ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer

TO: KATHY K. SOKUGAWA, ACTING DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ERNEST Y. W. LAU, P.E., MANAGER AND CHIEF ENGINEER *[Signature]*

SUBJECT: YOUR MEMORANDUM DATED MARCH 6, 2018 REGARDING
THE AIEA-PEARL CITY NEIGHBORHOOD TRANSIT-ORIENTED
DEVELOPMENT PLAN STATION AREA ZONE CHANGES
AND TRANSIT-ORIENTED DEVELOPMENT SPECIAL DISTRICT
DESIGNATION

Thank you for your memo on the Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan Station Area Zone Changes and Special District Designation, Project File Number: 2016/GEN-2(FK).

We have the following comments to offer:

1. A Water Master Plan (WMP) shall be submitted for the TOD areas subject to new roadway and water system infrastructure, including supporting hydraulic analysis and development phasing. The WMP is required to determine the adequacy of the water system to provide domestic water and fire protection in accordance with our Water System Standards (WSS). Approval of construction plans will be contingent on an approved WMP.
2. The Board of Water Supply (BWS) Rules and Regulations require the use of nonpotable water for irrigation of large landscaped areas. Kalauao Springs' nonpotable water is available for irrigation of landscaped areas. Kalauao Springs is located off Kamehameha Highway, on the Diamond Head end of Sumida Farms. Note that Kalauao Spring is a brackish nonpotable source with chlorides ranging between 400 to 500 mg/l. Salt-tolerant landscaping is advisable.
3. The proposed water demands within the subject TOD areas should be provided in accordance with the BWS WSS. The analysis should indicate whether the demands are based on existing or proposed zoning.
4. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. When water is made available, the applicant will be required to pay the prevailing Water System Facilities Charges for resource development, transmission and daily storage.

5. High-rise buildings with booster pumps will be required to install water hammer arrestors or expansion tanks to reduce pressure spikes and potential main breaks in our water system.
6. The developers will be required to meet the BWS cross-connection control and backflow prevention requirements. The requirements will be determined when the Building Permit Applications are submitted for our review and approval.
7. Water conservation measures are recommended for all proposed developments. These measures include low flow plumbing fixtures, utilization of nonpotable water for irrigation using rain catchment and chiller/air handler condensate, cooling tower conductivity meters and water softening recycling systems, drought tolerant plants, xeriscape landscaping, efficient irrigation systems and the use of Water Sense labeled ultra-low-flow water fixtures and toilets.
8. Proposed developments should comply with the Department of Planning and Permitting's guidelines on Low Impact Development policies on storm water capture and reduction of impervious surfaces through utilization of detention basins and rain gardens so as to reduce erosion and polluted runoff and thereby promote on-site reuse.
9. Proposed Developments should reference and incorporate the sustainability objectives, strategies and programs in the Oahu Water Management Plan and Primary Urban Center Watershed Management Plan.
10. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.
11. We reserve further comments on the adequacy of our system until the development plans are formalized.

If you have any questions, please contact Iris Oda, Long-Range Planning Branch of our Water Resources Division at 748-5946.

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DEPARTMENT OF COMMUNITY SERVICES
CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 200 • HONOLULU, HAWAII 96817
PHONE: (808) 768-7762 • FAX: (808) 768-7792
www.honolulu.gov/dcs

2018 MAR 28 PM 3:56

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

KIRK CALDWELL
MAYOR



PAMELA A. WITTY-OAKLAND
DIRECTOR

SUSAN L. FERNANDEZ
DEPUTY DIRECTOR

March 23, 2018

Ms. Kathy K. Sokugawa
Acting Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation

Thank you for the opportunity to review the request regarding the above-mentioned TOD
Plan Station Area Zone Changes and TOD Special District Designation project.

Our review of the documents provided indicated the proposed project would have no
adverse impacts on any Department of Community Services' activities or projects at this time
regarding the zone changes listed on the two district maps (attached).

Thank you for providing us with the opportunity to comment on this project.

Sincerely,

Pamela A. Witty-Oakland
Director

PWO:ta

Attachments: District Map Pearlridge Center
District Map LLC and Pearl Highlands

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**DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8480 • Fax: (808) 768-4567
Web site: www.honolulu.gov

KIRK CALDWELL
MAYOR



ROBERT J. KRONING, P.E.
DIRECTOR

MARK YONAMINE, P.E.
DEPUTY DIRECTOR

March 29, 2018

MEMORANDUM

TO: Kathy Sokugawa, Acting Director
Department of Planning and Permitting

A handwritten signature in black ink, appearing to read "for M. Yonamine".

FROM: Robert J. Kroning, P.E., Director

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development Plan Station
Area Zone Changes and TOD Special District Designation

Thank you for the opportunity to review and comment. The Department of Design and Construction has no comments at this time.

Should you have any further questions, please call me at 768-8480.

RJK:ms(721500)

2018 APR -3 AM 10:58
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

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DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

1000 Ulu'ohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 768-3343 • Fax: (808) 768-3381
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR



ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 18-178

April 2, 2018

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

FROM: Ross S. Sasamura, P.E.
Director and Chief Engineer
Department of Facility Maintenance

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Plan Station Area Zone Changes and TOD Special District
Designation

2018 APR -3 AM 10:59
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

Thank you for the opportunity to review and provide comments regarding the subject project.

Our comments are as follows:

- Who will be responsible to maintain new infra-structures? Maintenance resources, such as manpower, equipment, funding, etc. needs to be considered so that short- and long-range maintenance budgeting can be included in the overall plan.
- All new infra-structures and existing infra-structures within City right-of-way shall be constructed to present City standards.
- Identify maintenance responsibilities for all facilities and infra-structures for the proposed improvements on federal property.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at 768-3697.

Kraintz, Franz

From: Epenesa, Karen
Sent: Friday, April 06, 2018 11:52 AM
To: Kraintz, Franz
Subject: 2016/GEN-2(FK)

The following comments are being sent from DEM:

The proposed reduction of park-and-ride facilities/spaces and the encouragement of walking or bicycling; taking TheBus/TheHandi-Van, as well as automobile drop-off and pick-up (kiss-and-ride) locations, are they allocating additional bicycle/moped/scooter racks for securing these modes of transportation?

If they add more bicycle/moped/scooter racks how much sidewalk space may be lost and will that infringe upon ADA accessibility.

For safety and security it looks like there is plenty of lighting that hopefully is LED and does not create too much light pollution for residents or disorient nocturnal birds.

*Mahalo,
Karen*

Karen Paaga, Secretary
City & County of Honolulu | Department of Emergency Management
ph: (808) 723-8950 | fax: (808) 768-1492

DEPARTMENT OF LAND MANAGEMENT
CITY AND COUNTY OF HONOLULU

558 SOUTH KING STREET • HONOLULU, HAWAII 96813
PHONE: (808) 768-4277 • FAX: (808) 768-4296 • INTERNET: <http://www.honolulu.gov/dlm>

2018 APR -9 AM 10:57

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU
SANDRA S. PFUND
DIRECTOR

KIRK CALDWELL
MAYOR



April 4, 2018

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

FROM: Sandra S. Pfund, Director *Sandra S. Pfund*
Department of Land Management

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation
Project File Number 2016/GEN-2(FK)

The Department of Land Management (DLM) has reviewed the Aiea-Pearl City Neighborhood Transit-Oriented Development Plan Station Area Zone Changes and TOD Special District Designation. DLM is in support of the proposed changes and believes that this plan will transform Aiea-Pearl City neighborhood into a live, work, play community. Upon review of the City and County parcels in these TOD Special Districts, we agree with the proposed zoning, additional height limit and increased density.

If you have any questions, please contact Mr. Seiji Ogawa, Project Manager of the Asset Development Division, at 768-4294.

DEPARTMENT OF PARKS & RECREATION
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 309, Kapolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR



MICHELE K. NEKOTA
DIRECTOR

JEANNE C. ISHIKAWA
DEPUTY DIRECTOR

March 14, 2018

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

FROM: Michele K. Nekota *Michele Nekota*
Director

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation

Thank you for the opportunity to review and comment on the subject TOD zone changes and TOD Special District Designations.

The Department of Parks and Recreation has no comment at this time.

Should you have any questions, please contact John Reid, Planner at 768-3017.

MKN:jr
(721759)

2018 MAR 14 PM 3:29
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

JOB

HONOLULU FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

0910 APR 09 PM 2:39

KIRK CALDWELL
MAYOR



**DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU**

MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

April 4, 2018

**TO: KATHY SOKUGAWA, ACTING DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING**

FROM: SOCRATES D. BRATAKOS, ASSISTANT CHIEF

**SUBJECT: AIEA-PEARL CITY NEIGHBORHOOD TRANSIT-ORIENTED
DEVELOPMENT (TOD) PLAN STATION AREA ZONE CHANGES AND
TOD SPECIAL DISTRICT DESIGNATION**

In response to your memorandum dated March 6, 2018, regarding the abovementioned subject, the Honolulu Fire Department (HFD) requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.)

A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be

Kathy Sokugawa, Acting Director
Page 2
April 4, 2018

provided when required by the AHJ [Authority Having Jurisdiction].
(NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

3. Submit civil drawings to the HFD for review and approval.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.


SOCRATES D. BRATAKOS
Assistant Chief

SDB/TC:bh

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 • INTERNET: www.honolulu-pd.org



KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. McCARTHY
JONATHAN GREMS
DEPUTY CHIEFS

OUR REFERENCE
MT-AL

March 21, 2018

MEMORANDUM

TO: Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting

FROM: Mark Tsuyemura, Management Analyst VI
Office of the Chief

SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation
No. 2016/GEN-2(FK)

2018 MAR 23 AM 10:45
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

Thank you for the opportunity to review the subject application.

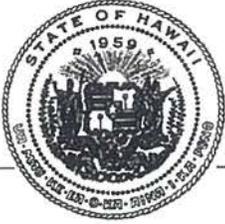
The Honolulu Police Department has concerns regarding the potential economical and residential expansion around the Aiea-Pearl City Neighborhood TOD area. The development of businesses and residential homes will increase the vehicular and pedestrian traffic in the areas of the transit project and potentially require an increase in police presence.

If there are any questions, please call Major Dagan Tsuchida of District 3 (Pearl City) at 723-8803.

A handwritten signature in black ink, appearing to read "Mark Tsuyemura", with a long horizontal flourish extending to the right.

Mark Tsuyemura
Management Analyst VI
Office of the Chief

scanned
date 1593579



OFFICE OF PLANNING STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
DIRECTOR
OFFICE OF PLANNING

2018 MAY 11 PM 4:39

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://planning.hawaii.gov/>

DTS 201805081335BE

May 8, 2018

Ms. Kathy K.Sokugawa
Acting Director
Department of Planning & Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Ref No. 2016/GEN-2(FK)
Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation

The Office of Planning (OP) received your request for comments on the proposed actions to adopt TOD zone changes and designate TOD Special Districts around the rail stations at Leeward Community College, Pearl Highlands, and Pearlridge in order to implement the Aiea-Pearl City Neighborhood TOD Plan.

OP has limited its review of the proposed zone changes to those changes that impact State landholdings in the areas, in particular, those in the table below. OP offers the following comments for your consideration.

Station Area	Agency	TMK	Current Zoning	Proposed Zoning (& Height)
Leeward Community College (LCC)	UH LCC	9-6-003: 048 (upper) (lower)	AG-2 AG-2	BMX-3 40' (90') AMX-2 40'
Pearl Highlands	UH: Urban Garden	9-7-023: 003 (por. ewa) (por. dh)	F-1 AG-1	AG-1 BMX-3 25' (60')
Pearlridge	DLNR	9-8-013:014	B-2 60'	BMX-3 60' (150')

In general, OP believes the State benefits from proposed zone changes that provide greater flexibility for mixed-use residential, commercial, civic, and office use on State-owned properties. The State would benefit from better utilization of its land resources in the urban core; the opportunity to provide affordable housing in a mixed-use environment that provides better

access to jobs, goods, and services for residents; and the potential to realize greater revenue from mixed-use development projects on State-owned property. Adoption of the proposed zoning through this City and County of Honolulu action also relieves the State landowning agency or its potential private redevelopment partners of the time and cost of seeking a change in entitlement at a future date.

OP consulted with the Department of Land and Natural Resources (DLNR) and Carleton Ching, Director of Land Development, University of Hawaii (UH) System regarding the proposed zone changes affecting their respective landholdings.

- DLNR, Pearlridge, TMK No. 9-8-013: 014. DLNR does not object to the proposed zone change to BMX-3 60'. This parcel is already developed with commercial uses, and is strategically located not only in proximity to the Pearlridge Station, but also to Pearlridge Center. The BMX zoning would position DLNR well for capitalizing on the property's redevelopment potential in the future.
- UH LCC, TMK No. 9-6-003: 048. Mr. Ching noted that UH LCC currently operates under a Planned Review Use Permit for campus plans and improvements. Thus, it is not clear whether the BMX/AMX zoning would benefit LCC or result in any streamlining of the current regulatory process; this discussion would need to be pursued with UH LCC and UH administrators.
- UH Urban Garden, TMK No. 9-6-023: 003. OP did not receive any comments regarding the proposed zone changes for this parcel. The proposed rezoning for the western portion to AG-1 would be more consistent with the property's current use and its proximity to Waiawa Stream. The proposed zone change to BMX-3 could allow UH to capitalize on its street frontage for future redevelopment, but it may be premature as OP has been informed by Mr. Ching that there are no plans at this time to develop the Urban Garden property.

OP notes that there are several State-owned properties in the Waimano Home Road area—just outside the half-mile walk radius and the proposed TOD special district designation for the Pearl Highlands station area—that are currently planned for mixed-use redevelopment or may be in the future. OP believes that zone changes to a mixed-use zoning district would enhance some of these properties' redevelopment potential and facilitate the realization of state plans for mixed-use redevelopment.

While these properties would benefit from such a zone change and the extension of the TOD Special District beyond its proposed boundaries, we recognize that this may dilute the intent of the proposals to incentivize development in the immediate vicinity of the stations. However, we suggest that consideration should be given to enabling mixed-use zoning in the

Ms. Kathy K. Sokugawa
May 8, 2018
Page 3

area between Pearl Highlands and Waimano Home Road—either at this time or through some other City planning process. If this is coupled with better street connectivity between the commercial uses at Pearl Highlands Center and the civic, housing, and other retail uses on Waimano Home Road, it would be possible to create a more active, walkable mixed-use neighborhood between Kuala Street and Waimano Home Road. This could also improve multi-modal access to Pearl Highlands and the rail station, better distribute local traffic and relieve some local traffic congestion on Kamehameha Highway.

Thank you for the opportunity to comment on these proposals. Please contact Ruby Edwards, ruby.m.edwards@hawaii.gov, 587-2817, if you have any questions or comments.

Sincerely,



Leo R. Asuncion
Director

c: Russell Tsuji, Land Division, Department of Land and Natural Resources
Carleton Ching, University of Hawaii System



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

2018 APR 27 PM 2:18
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

April 25, 2018

Ms. Kathy Sokugawa
Acting Director, Department of Planning and Permitting
650 South King Street 7th Floor
Honolulu, Hawaii 96813

Re: Aiea-Pearl City Neighborhood Transient-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation
[2016/GEN-2(FK)]

Dear Ms. Sokugawa:

The Hawaii State Department of Education (HIDOE) has the following comments for the Aiea-Pearl City Neighborhood TOD Plan Station Area Zone Changes and TOD Special District Designation (Zone Change on approximately 374 acres of land over numerous tax map parcels (Property).

The HIDOE notes that Department of Planning and Permitting (DPP) is initiating the Zone Change to facilitate the implementation of the Aiea-Pearl City Neighborhood TOD Plan (Plan) covering the Leeward Community (LCC) College, Pearl Highlands, and Pearl Ridge rail stations. As such, there are no particular development proposals associated with this action. At full build out, the Plan envisions a total of 6,140 new residential dwelling units being developed.

The HIDOE schools servicing the LCC and Pearl Highlands rail stations are Lehua Elementary, Pearl City Elementary, Highlands Intermediate, and Pearl City High. Property located mauka of Kamehameha Highway are serviced by Pearl City Elementary. Property located makai of Kamehameha Highway are serviced by Lehua Elementary.

Schools servicing the Pearl Ridge rail station are Waimalu Elementary, Alvah A. Scott Elementary, Aiea Intermediate, and Aiea High. Property located Ewa of Kaonohi Street is serviced by Waimalu Elementary. Property located diamond head of Kaonohi Street is serviced by Alvah A. Scott Elementary. The boundary between these two elementary schools for Property located makai of the intersection of Kaonohi Street and Kamehameha Highway is the Diamond Head boundary of tax map key 9-8-014:005.

Ms. Kathy Sokugawa
April 25, 2018
Page 2

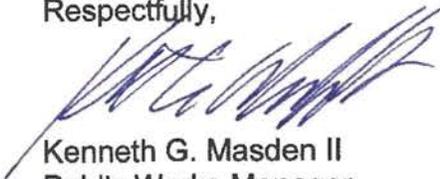
The Zone Change is located within the Leeward School Impact District. In 2007, the Hawaii State Legislature enacted the school impact fee program allowing for the collection of impact fees from residential projects within School Impact Districts designated by the Board of Education (BOE). The Leeward School Impact District and impact fee amount was established by the BOE in 2013. A single-family unit is assessed a fee of \$5,504 and a multi-family unit is assessed a fee of \$4,334. The DPP's planning documents for LCC, Pearl Highlands, and Pearl Ridge rail stations were part of the BOE analysis supporting the establishment of the District and impact fee amount.

Chapter 302A-1606, Hawaii Revised Statutes, requires that residential development with 50 or more units execute an agreement with the HIDOE before a building permit can be issued. Project developers are encouraged to meet with HIDOE as early as possible to execute an Educational Contribution Agreement (ECA).

Within the Plan area there is one executed ECA with the Robertson Property Group; master developer of Live, Work, Play Aiea; located on the former Kamehameha Drive In Theater property.

Thank you for the opportunity to comment. Should you have any questions, please contact Robyn Loudermilk, School Lands and Facilities Specialist of the Planning Section, Facilities Development Branch, at 784-5093 or via email at robyn_loudermilk@notes.k12.hi.us.

Respectfully,



Kenneth G. Masden II
Public Works Manager
Planning Section

KGM:rl

DAVID Y. IGE
GOVERNOR OF HAWAII



18 MAR 09 PM 01:39 ENGINEERING CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 9, 2018

MEMORANDUM

RECEIVED
LAND DIVISION
2010 MAR 16 AM 11:25
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division – Oahu District
- Historic Preservation

FROM

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

**Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Plan Station Area Zone Changes and TOD Special District Designation**

LOCATION:

Aiea – Pearl City Area, Island of Oahu; TMK: (1) various

APPLICANT:

City and County of Honolulu, Department of Planning and Permitting

Transmitted for your review and comment is information on the above-referenced project. We would appreciate your comments by **April 27, 2018**.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

- We have no objections.
- We have no comments.
- Comments are attached.

Signed:

Print Name:

Cary S. Chang, Chief Engineer

Date:

3/15/18

Attachments

cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII



SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 9, 2018

MEMORANDUM

TO: **DLNR Agencies:**
X Div. of Aquatic Resources
X Div. of Boating & Ocean Recreation
X Engineering Division
X Div. of Forestry & Wildlife
X Div. of State Parks
X Commission on Water Resource Management
X Office of Conservation & Coastal Lands
X Land Division – Oahu District
X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator

SUBJECT: **Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)**
Plan Station Area Zone Changes and TOD Special District Designation

LOCATION: Aiea – Pearl City Area, Island of Oahu; TMK: (1) various

APPLICANT: City and County of Honolulu, Department of Planning and Permitting

Transmitted for your review and comment is information on the above-referenced project. We would appreciate your comments by **April 27, 2018**.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

- () We have no objections.
- () We have no comments.
- () Comments are attached.

Signed:

Print Name: **DAVID G. SMITH, Administrator**

Date: 4/12/18

Attachments
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

April 11, 2018

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION

RECEIVED
LAND DIVISION
2018 APR 13 AM 10:59
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

MEMORANDUM

TO: RUSSEL Y. TSUJI, Administrator
Land Division

FROM: DAVID G. SMITH, Administrator
Division of Forestry and Wildlife

DGS

SUBJECT: Review of Aiea-Pearl City Neighborhood Transit-Oriented Development Plan

Thank you for the opportunity to review the Aiea-Pearl City Neighborhood TOD Plan. The Division of Forestry and Wildlife (DOFAW) would like to offer the following comments for consideration:

Incorporation of Green Infrastructure:

DOFAW recommends incorporating green infrastructure within the TOD areas. Green infrastructure can reduce and treat stormwater, while delivering environmental, social, and economic benefits. Some green infrastructure elements recommended for inclusion are bioswales, rain gardens, and urban tree canopies. The selection of plants should be native to the maximum extent possible.

Should you have any questions regarding the memorandum, please contact Marissa Chee at Marissa.M.Chee@hawaii.gov or (808) 587-4177.

DAVID Y. IGE
GOVERNOR OF HAWAII



SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

March 9, 2018

MEMORANDUM

TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division – Oahu District**
- Historic Preservation

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

**Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Plan Station Area Zone Changes and TOD Special District Designation**

LOCATION:

Aiea – Pearl City Area, Island of Oahu; TMK: (1) various

APPLICANT:

City and County of Honolulu, Department of Planning and Permitting

RECEIVED
 LAND DIVISION
 2018 MAR 22 AM 8:14
 DEPT. OF LAND &
 NATURAL RESOURCES
 STATE OF HAWAII

Transmitted for your review and comment is information on the above-referenced project. We would appreciate your comments by **April 27, 2018**.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

- We have no objections.
- We have no comments.
- Comments are attached.

Signed:

Darlene Bryant-Takamatsu

Print Name:

Darlene Bryant-Takamatsu

Date:

3/15/18

BT

Attachments

cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 27, 2018

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Doc 1589054

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

2018 MAY -1 PM 4:38

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

City and County of Honolulu
Department of Planning and Permitting
Attention: Ms. Kathy K. Sokugawa, Acting Director
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

**SUBJECT: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Plan Station Area Zone Changes and TOD Special District Designation**

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the (a) Engineering Division, (b) Land Division – Oahu District and (c) Division of Forestry & Wildlife on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

May 14, 2018

Mr. Russell Y. Tsuji, Administrator
Land Division, Department of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809
c/o Lydia.M.Morikawa@hawaii.gov

IN REPLY REFER TO:
Log No. 2018.00601
Doc No. 1805GC05
Archaeology

Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, HI 96813
c/o fkraintz@honolulu.gov

**SUBJECT: Chapter 6E-8 Historic Preservation Review –
Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designations
Waiawa, Mānana, Waimano, Waiau, Waimalu, and Kalauao Ahupua'a,
'Ewa District, Island of O'ahu
TMK: (1) 9-6, 9-7, 9-8 various and portions**

This letter provides the State Historic Preservation Division's (SHPD's) review comments regarding the subject submittal received by our office on March 14, 2018. The Aiea-Pearl City Neighborhood TOD Plan was adopted by the Honolulu City Council in September 2014. The Department of Planning and Permitting is initiating changes to the zoning maps, the land use ordinances, and the TOD special boundaries to facilitate the implementation of the TOD Plan. Selected properties will be rezoned to apartment mixed-use districts, which allow residential uses, and in some cases certain non-conforming uses will now conform to the new zoning. The proposed zone changes cover approximately 374 acres as identified in the submittal.

A review of SHPD records indicates several archaeological inventory surveys have been conducted throughout the above ahupua'a. Numerous archaeological, architectural, and cultural historic properties have been identified, including subsurface archaeological deposits, human burials, *lo'i* remnants, fishpond remnants, plantation and military-era artifacts, and portions and remnants of the OR&L Railway ROW.

Based on the information provided, the SHPD has **no objections** to the proposed Aiea-Pearl Harbor City Neighborhood TOD Station Area Zone Changes and the TOD Special District Designations.

SHPD requests the opportunity to review and comment on any future permit applications involving ground disturbing activities.

Please contact me at Susan.A.Lebo@hawaii.gov or at (808) 692-8019 for any questions regarding this letter.

Aloha,

Handwritten signature of Susan A. Lebo in black ink.

Susan A. Lebo, PhD
Archaeology Branch Chief

DAVID Y. IGE
GOVERNOR



JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

RECEIVED

19 APR 17 P2:25

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
DIR 0252
STP 8.2644

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

April 15, 2019

Ms. Kathy K. Sokugawa
Acting Director
City and County of Honolulu
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD)
Plan Area Zone Changes and TOD Special District Designation
Aiea-Pearl City, Oahu, Hawaii
TMK: (1) Zone 9

The State Department of Transportation (DOT) understands the City's Department of Planning and Permitting is moving forward with TOD zone changes and the designation of the TOD Special District around the rail stations at Leeward Community College, Pearl Highlands, and Pearlridge. DOT's comments are as follows:

Airports Division (DOT-AIR)

1. The closest point of the proposed project area is approximately 3.78 miles (19,960 feet) from the end of Runway 8L at Daniel K. Inouye International Airport (HNL). All projects within five (5) miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link:
http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf.
2. Federal Aviation Administration (FAA) regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction or alteration pursuant to the Code of Federal Regulations, Title 14, Part 77.9, if the construction or alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes need to be included in the submittal. The form and criteria for submittal can be found at the following website:
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

Ms. Kathy K. Sokugawa
April 15, 2019
Page 2

STP 8.2644

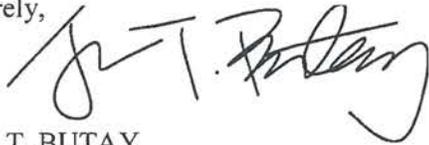
DOT-AIR recommends close coordination with Mr. Roy Sakata, Oahu Airports District Manager, and communicate schedules to HNL Airport managers, during all stages of the project.

Highways Division

Kamehameha Highway; in the vicinity of Aiea and Pearl City, is a "Critical Urban Freight Corridor" with the National Highway Freight Network. Therefore, to keep this function, the number and widths of the lanes on Kamehameha Highway should be maintained.

If there are any questions, please contact Mr. Blayne Nikaido of the DOT Statewide Transportation Planning Office at (808) 831-7979 or via email at blayne.h.nikaido@hawaii.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jade T. Butay". The signature is stylized with a large, sweeping initial "J" and "B".

JADE T. BUTAY
Director of Transportation



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai'i 96850

In Reply Refer To:
01EPIF00-2018-TA-0227

May 14, 2018

Ms. Kathy K. Sokugawa
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Aiea-Pearl City Neighborhood Transit-Oriented Development (TOD) Plan
Station Area Zone Changes and TOD Special District Designation

Dear

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq.*), as amended and Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712).

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the 'Occurs In or Near Project Area' column. Please note, this list is not comprehensive and should only be used for general guidance.

If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: <https://ecos.fws.gov/ipac/>.

Under section 7 of the ESA, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (*i.e.*, unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal

consultation with the Service. Projects that are determined to have “no effect” on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a “may affect, not likely to adversely affect” determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

**AARON
NADIG**

Digitally signed by
AARON NADIG
Date: 2018.05.14
09:18:12 -10'00'

Island Team Manager
Pacific islands Fish and Wildlife Office

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we've marked species that may occur in the vicinity of your project

<u>Scientific Name</u>	<u>Common Name / Hawaiian Name</u>	<u>Federal Status</u>	<u>Occurs In or Near Project Area</u>
Mammals			
<i>Lasiurus cinereus semotus</i>	Hawaiian hoary bat/ `ōpe`ape`a	E	<input checked="" type="checkbox"/>
Reptiles			
<i>Chelonia mydas</i>	Green sea turtle/honu - Central North Pacific DPS	T	<input type="checkbox"/>
<i>Erectmochelys imbricate</i>	Hawksbill sea turtle/ honu`ea	E	<input type="checkbox"/>
Birds			
<i>Anas wyvilliana</i>	Hawaiian duck/ koloa	E	<input type="checkbox"/>
<i>Branta sandvicensis</i>	Hawaiian goose/ nēnē	E	<input type="checkbox"/>
<i>Fulica alai</i>	Hawaiian coot/ `alae kea	E	<input checked="" type="checkbox"/>
<i>Gallinula galeata sandvicensis</i>	Hawaiian gallinule/ `alae `ula	E	<input checked="" type="checkbox"/>
<i>Himantopus mexicanus knudseni</i>	Hawaiian stilt/ ae`o	E	<input checked="" type="checkbox"/>
<i>Oceanodroma castro</i>	Band-rumped storm-petrel/ `akē`akē	E	<input type="checkbox"/>
<i>Pterodroma sandwichensis</i>	Hawaiian petrel/ `ua`u	E	<input type="checkbox"/>
<i>Puffinus auricularis newelli</i>	Newell's shearwater/ `a`o	T	<input type="checkbox"/>
<i>Ardenna pacificus</i>	Wedge-tailed Shearwater/ `ua`u kani	MBTA	<input type="checkbox"/>
<i>Gygis alba</i>	White Tern/ manu-o-kū	MBTA	<input type="checkbox"/>
<i>Buteo solitarius</i>	Hawaiian hawk/ `io	E	<input type="checkbox"/>
Insects			
<i>Manduca blackburni</i>	Blackburn's sphinx moth	E	<input type="checkbox"/>
<i>Megalagrion pacificum</i>	Damselfly, Pacific Hawaiian	E	<input type="checkbox"/>
<i>M. xanthomelas</i>	Damselfly, Orangeblack	E	<input type="checkbox"/>

Below are our general conservation measures to avoid and minimize potential impacts to federally listed species that may occur in your project area:

Endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*): The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. Additionally, Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you incorporate the following applicable measures into your project description:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

Endangered Hawaiian waterbirds (Hawaiian stilt, *Himantopus mexicanus knudseni*; Hawaiian coot, *Fulica alai*; Hawaiian common gallinule, *Gallinula galeata sandvicensis*; Hawaiian duck, *Anas wyvilliana*): Listed Hawaiian waterbirds are found in fresh and brackish-water marshes and natural or man-made ponds. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Threats to these species include non-native predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from hybridization with introduced mallards. While the Hawaiian stilt, Hawaiian coot, and Hawaiian duck may be found on all islands, the Hawaiian common gallinule is restricted to Kauai and Oahu.

If your project may create, either purposefully or inadvertently, any kind of standing water as part of the project activities, including excavation or grading for construction or roadwork, then it may attract Hawaiian waterbirds to the site. In particular, the Hawaiian stilt is known to nest in sub-optimal locations (e.g. any ponding water), if water is present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation and reduced reproductive success, and thus the project may create an attractive nuisance. Therefore, we recommend you work with our office during project planning so that we may assist you in developing measures to avoid impacts to listed species (e.g., fencing, vegetation control, predator management).

To avoid and minimize potential project impacts to Hawaiian waterbirds we recommend you incorporate the following applicable measures into your project description:

- In areas where waterbirds are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site.
- If water resources are located within or adjacent to the project site, incorporate the applicable best management practices regarding work in aquatic environments into the project design.
- Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within 3 days of project initiation and after any subsequent delay of

work of 3 or more days (during which the birds may attempt to nest). If a nest or active brood is found:

- Contact the Service within 48 hours for further guidance.
- Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.
- Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.

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ATTACHMENT 4

ORGANIZATION AND INDIVIDUAL RESPONSES

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ALEXANDER & BALDWIN
PARTNERS FOR HAWAII'

2018 MAR -2 AM 9:40
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

February 28, 2018

Ms. Kathy Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Aiea-Pearl City TOD Special District and Zone Change

This is in regard to the Aiea-Pearl City Transit Oriented Development (TOD) special district and associated zone change being proposed. As you are aware, Alexander and Baldwin is the owner of the Pearl Highlands Center (PHC) which is situated near the planned Pearl Highlands transit station and within the proposed special district.

Based upon our review of the proposed special district regulations and zoning map, it appears that the PHC will be rezoned from the B-2 zoning district with a 60' height limit to the BMX-3 zoning district with a 60' height limit, and that the height limit may be increased up to 250' with a special district permit. We also understand that under the proposed TOD special district regulations, the PHC will be subject to additional development standards, such as those recently enacted for the Waipahu TOD special district.

We generally support the proposed zone change and TOD special district regulations. However, as the PHC will become a nonconforming site development, we strongly feel that provisions allowing nonconforming structures to be repaired, modified, and replaced are essential. We therefore support the proposed special district so long as similar provisions for nonconformities adopted for the Waipahu TOD special district ordinance are also applicable to the Aiea-Pearl City TOD special district.



ALEXANDER & BALDWIN
PARTNERS FOR HAWAII

With respect to improving connectivity between the Pearl Highlands transit station and PHC, we are open to having continued dialogue regarding improvements that would be mutually beneficial to the city's vision for TOD and the PHC. We request that you keep us apprised of progress towards adoption of the zone change and Aiea-Pearl City TOD special district.

We thank you for the opportunity to provide these comments.

Sincerely,

Alan K. Arakawa
Senior Vice President

cc: Mr. Eugene Takahashi
✓ Mr. Harrison Rue

2018/ELOG-911



KAMEHAMEHA SCHOOLS

April 30, 2018

Kathy Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

2018 MAY 7 AM 10 33
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

Subject: Comments to Proposed TOD Zone Change - Pearlridge Center Station

Dear Acting Director Sokugawa,

Thank you for the hard work you and your department have been doing on implementing the TOD Neighborhood Plans. Your staff has been very helpful in providing additional information as we've requested and meeting with us to discuss the changes.

We have reviewed the recently proposed TOD Zone Change and Special District Map for the Pearlridge Center Station. While we agree with the BMX-3 zoning, we were disappointed to see the reduction in proposed height limits in many areas from the September 2014 Final Plan. For reasons we explain below we feel they should be increased, and respectfully submit the attached table with our recommended height limits for the lands Kamehameha Schools (KS) owns in fee. We have also included a map overlaying KS lands on the TOD map to help you easily locate the parcels.

It is agreed by all that Honolulu is in dire need of housing. TOD is a major influence that can help to address this need by creating greater density around the rail stations. We understand that the proposed density around this station may be less than optimal for a typical TOD because of pre-existing, high rise residential buildings mauka of the mall. However, this does not address the need for additional housing close to the rail station with all of the TOD benefits such as walkability. KS would like the opportunity to develop diverse product types in housing with varying heights and densities, like many great TOD communities do. More flexibility in height will help us, and other developers, do just that.

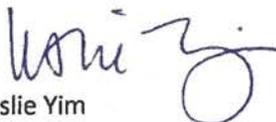
As a significant landowner in the area, KS understands that our lands could be well utilized to help ease the housing shortage. By way of example here in Ka'ono'hi, development at DPP's proposed heights could accommodate approximately 2,700 dwelling units on KS lands. However, by using KS' recommended heights it is estimated that we could more than double the amount of dwelling units. These numbers were calculated without using any bonus heights.

We have also noted the desirability to preserve views of Pearl Harbor and the community sensitivity of developing high density product directly adjacent to existing single family homes. We would like to offer for consideration that higher heights, if strategically placed, could avoid negative impacts on low rise, existing residential areas, and also allow for more open space. With more open space, view channels are more easily preserved.

KS does not yet have a plan for our lands in Ka'onohi. However, with rail on its way, and most of our makai land reverting back to us in the next 10 years, we have just begun working on a long term Master Plan. We understand that our future projects would have to be reviewed by your department and approved by city council on their own individual merits, including community benefits which could qualify the project for additional bonus height. Notwithstanding this, we felt it was important to use the opportunity provided in the public process to share our comments that we feel greater base heights are warranted on our lands.

We would welcome the opportunity to discuss this further with you and your department. Mahalo for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Leslie Yim', with a stylized flourish at the end.

Leslie Yim
Senior Planning & Development Manager, Commercial Real Estate Division
Kamehameha Schools

Attachments: Table of KS Lands – Proposed Revised Height Limits
Pearlridge TOD Map with KS Lands

Kamehameha Schools – Proposed Revised Height Limits
 TOD Zone Change – Pearlridge Center Station
 April 30, 2018

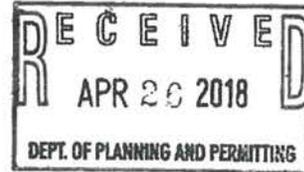
Common Name	TMK	Proposed TOD Height (bonus)	KS Proposed Height (bonus)
LIPOA VACANT 1	1-9-8-014-008	30 (90)	60 (90)
TOM - LIPOA INDUSTRIAL BLDG	1-9-8-014-024	30 (60)	60 (90)
PEARL KAI ANNEX	1-9-8-014-029	30 (60)	60 (90)
HOME WORLD FURNITURE	1-9-8-014-005	60 (90)	90 (120)
LEX BRODIES - KAONOHI	1-9-8-014-010	60 (90)	90 (120)
CHEVRON - KAONOHI	1-9-8-014-012	60 (90)	90 (120)
KURODA AUTO	1-9-8-014-013	60 (90)	90 (120)
HMC KARAOKE	1-9-8-014-018	60 (90)	90 (120)
SHELL - KAONOHI	1-9-8-014-019	60 (90)	90 (120)
FIRESTONE	1-9-8-014-020	60 (90)	90 (120)
MCDONALDS	1-9-8-014-022/30	60 (90)	90 (120)
PEARL KAI CENTER	1-9-8-014-001/003/007, 1-9-8-015-044/045	60 (--)	90 (120)
PEARL RIDGE UPTOWN	51 (makai portion)	60 (150)	150 (350)
1-9-8-016-xxx	51-52 (mauka portion)	60 (350)	150 (350)
INSPIRATION	1-9-8-160-049	60 (90)	150 (350)
PEARLRIDGE DOWNTOWN	1-9-8-160-037	60 (90)	150 (350)
PEARLRIDGE DOWNTOWN	1-9-8-016-029 & 030	60 (--)	150 (350)
PEARLRIDGE DOWNTOWN	1-9-8-016-031 & 032	60 (--)	90

E-mail 4/26/18



111 S. King Street
Suite 170
Honolulu, HI 96813
808.523.5866
www.g70.design

Ms. Kathy Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, HI 96813



Re: Comments on Aiea-Pearl City TOD Zoning
St. Timothy's Episcopal Church, 98-939 Moanalua Road, Aiea
TMK [1] 9-8-13: Parcel 22

Dear Ms. Sokugawa:

We respectfully request the following change to the proposed Aiea-Pearl City TOD Zoning presented by the City at its January 24, 2018 public meeting.

Request.

We request that the zoning designation of the Church's parcel be BMX-3 and that the height limit be 150 feet with a possible 350 feet with a Community Benefits Bonus.

For reference, this request follows (a) a letter dated November 19, 2015 from The Right Reverend Robert L. Fitzpatrick, Bishop of The Episcopal Church in Hawai'i, to DPP regarding the inclusion of the above-captioned parcel within the proposed Pearlridge Station TOD Special District, TOD Precinct, (b) a subsequent meeting that we had with your staff on December 16, 2015 to discuss that letter, and (c) a follow up letter dated January 15, 2016 from Group 70 to the DPP Director.

Background.

St. Timothy's Church serves its neighboring community through the provision of church services and programs, early childhood education, an adult day care program, and by providing space for community events and programs hosted by other community organizations. St. Timothy's Church, as a nonprofit, has a need for continuing revenues to support the increasing costs of proving its programs to the community and is exploring leasing a portion of the parcel to generate needed income.

The Church parcel is about 2.89 acres in size, contains significant open space and is currently underutilized. The Church's preference is to obtain a zoning designation that allow a broad range of uses and a height limit that would optimize the potential uses of the property and is consistent with that provided to the neighboring *Live, Work, Play 'Aiea* site. We note that the approved *Live, Work, Play 'Aiea* plan envisions a vehicular connection to the St. Timothy's Church property and request development standards consistent with this adjoining property.

Request for BMX-3 Zoning. As to the zoning designation, we have examined the permitted uses for both AMX-3 and BMX-3 and request BMX-3 zoning because it offers

Ms. Kathy Sokugawa
Acting Director
23 April 2018
Page 2 of 2

a broader range of permitted uses. While we do not know what a developer will propose, we note that under the Master Use Table the following uses are allowed in BMX-3 and not in AMX-3 – business services, office buildings, off-site joint development, retail establishments (especially with *Live, Work, Play 'Aiea* just next door), day care facilities (without the necessity of a CUP), and meeting facilities (which is what a church is classified as, again without the necessity of a CUP).

Request for 150 Foot Height Limit with Possible 350 Foot Height Limit. As to the height, we request the same height designation as the neighboring *Live, Work, Play 'Aiea* project, i.e., 150 feet with a possible 350 feet with a Community Benefits Bonus. This designation would meet one of the major goals of establishing TOD districts, namely the more intense development of parcels close to transit stations to encourage the use of the transit system. If there is a concern over the additional height that would be afforded under the Community Benefits Bonus, it should be emphasized that this additional height is not given as a matter of right but would only occur if the City was convinced that the community benefits offered in exchange were worthy of the increased height – a process that is controlled by the City not the developer.

Conclusion. For the above reasons, we request that the zoning designation of the Church's parcel be BMX-3 and that the height limit be 150 feet with a possible 350 feet with a Community Benefits Bonus.

Sincerely,



Christine Mendes Ruotola, AICP, LEED-AP
Principal

To: Kathy K. Sokugawa

Re: 825 Lehua Ave, Pearl City, Hawaii 96782, currently R-5-Residential
TMK: 1-9-7-020-056-0000

2018 JAN 16 PM 1:00

Requesting zone change cooperate with Transit-Oriented Development (TOD)

Hi Kathy, thank you for taking your time to read our request. We received a notice letter in regards to TOD zone changes and would like to put in our request for our property at 825 Lehua Ave, Pearl City Hawaii. TMK-1-9-7-020-056-0000 to cooperate with the TOD Zone Changes.

We are requesting a zone change from currently zoned R-5 to AMX , BMX , same as our adjacent lot 1-9-7-020-050 or which ever you see fit for current rapid changing environments. Our next door apartments rental tenants close by 825 Lehua Ave, been looking for a laundry mat service store and a convenience store close by their homes and or affordable rental apartments to rent.

We have being paying higher than R-5 zoned property taxes for the past 2 years, 2016 property tax paid \$11,004.00 and 2017 paid \$11,076.00.

We sincerely are asking you to grant our request due to the changes of the surrounding environment and TOD's community's help.

Thank you very much *for your time and understanding*

Tian & I Ching Tsai

Tian & I Ching Tsai
1-808-783-1689 - contact #

1



Cutter Holdings LLC

677 Ala Moana Boulevard, Suite 808

Honolulu, Hawaii 96813-5416

Phone: (808) 564-9906 Fax: (808) 564-9999

February 27, 2019

19 FEB 29 P4:17

Mr. Arthur D. Challacombe, Planning Commission Chair
c/o Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI 96813

RECEIVED
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

SUBJECT: REQUEST TO REVISE DRAFT TRANSIT-ORIENTED DEVELOPMENT ZONE CHANGE AND SPECIAL DISTRICT MAP (LCC & PEARL HIGHLANDS STATIONS)

Aloha Commission Chair Challacombe,

I am writing this letter in support of the proposed Transit-Oriented Development (TOD) Zone Change and Special District Map for the area surrounding the Pearl Highlands Station.

As a landowner within the proposed TOD Special District, we applaud the City and County of Honolulu for these efforts as we believe there will be significant benefits to the 'Aiea-Pearl City community. The proposed zone changes will allow a mix of commercial and residential uses and will help create walkable neighborhoods with much needed housing close to the rail stations. We therefore strongly support the proposed BMX-3 zoning with 60' (and up to 250') height limits for our parcel, TMK: (1) 9-7-024-036. Please see the attached TMK map of our parcel (Exhibit 1) and the parcel located on the City's draft TOD zone change map (Exhibit 2).

However, we noticed that there is a large portion of our parcel that is left in P-2 zoning and would like to request to have this area also included in the proposed zone change to BMX-3 zoning. We recognize that this area includes several easements for drainage, sanitary sewer lines, waterlines, and an overhead powerline (Exhibit 3). We fully intend to maintain these easements and the critical infrastructure they support. However, including the area in the zone change would allow us to fully capture the development potential of our parcel to support the vision of the City and County of Honolulu's TOD. In exchange, we would be open to including a pedestrian and/or bicycle easement along this edge of the parcel to support area connectivity and access to the future Pearl Highlands rail station.

We appreciate your consideration for our request to amend the TOD Zone Change and Special District Map to include our entire parcel as part of the BMX-3 60' (250') proposal. We believe that changing the whole property to BMX-3 will allow for greater flexibility and opportunity tied the larger goals and objectives of the Pearl Highlands Station TOD area.

Thank you for your consideration.

Sincerely,

Jarrett Cutter
Exhibits

EXHIBIT 1



EXHIBIT 2

**TRANSIT-ORIENTED DEVELOPMENT
ZONE CHANGE AND SPECIAL DISTRICT MAP
(LCC & Pearl Highlands Stations)**

Portion of Zoning Map No. 7, Halawa - Pearl City

----- Proposed Transit-Oriented Development
Special District Boundary

**TAX MAP KEYS OF PROPERTIES AFFECTED BY ZONE
CHANGE AND SPECIAL DISTRICT**

- 9-6-003: por. 1, por. 39, por. 43, 48, 49
- 9-7-016: 28
- 9-7-018: por. 10
- 9-7-020: 59
- 9-7-023: 1, por. 3, 17, 18
- 9-7-024: por. 6, por. 27, 28, 33-35, por. 36, 40, 43,
44, 51, 56, 58, 59, 62-74, 66-75

AFFECTED STREETS:

- Kamehameha Highway (portion)
- Kuala St. (portion)
- Acacia Rd. (portion)
- Hoola Pl.
- Makolu St.
- Kipaipai St.
- Waiawa Rd. (portion)
- Ala Ika (portion)
- Lehua Ave. (portion)
- A Rd. (portion)

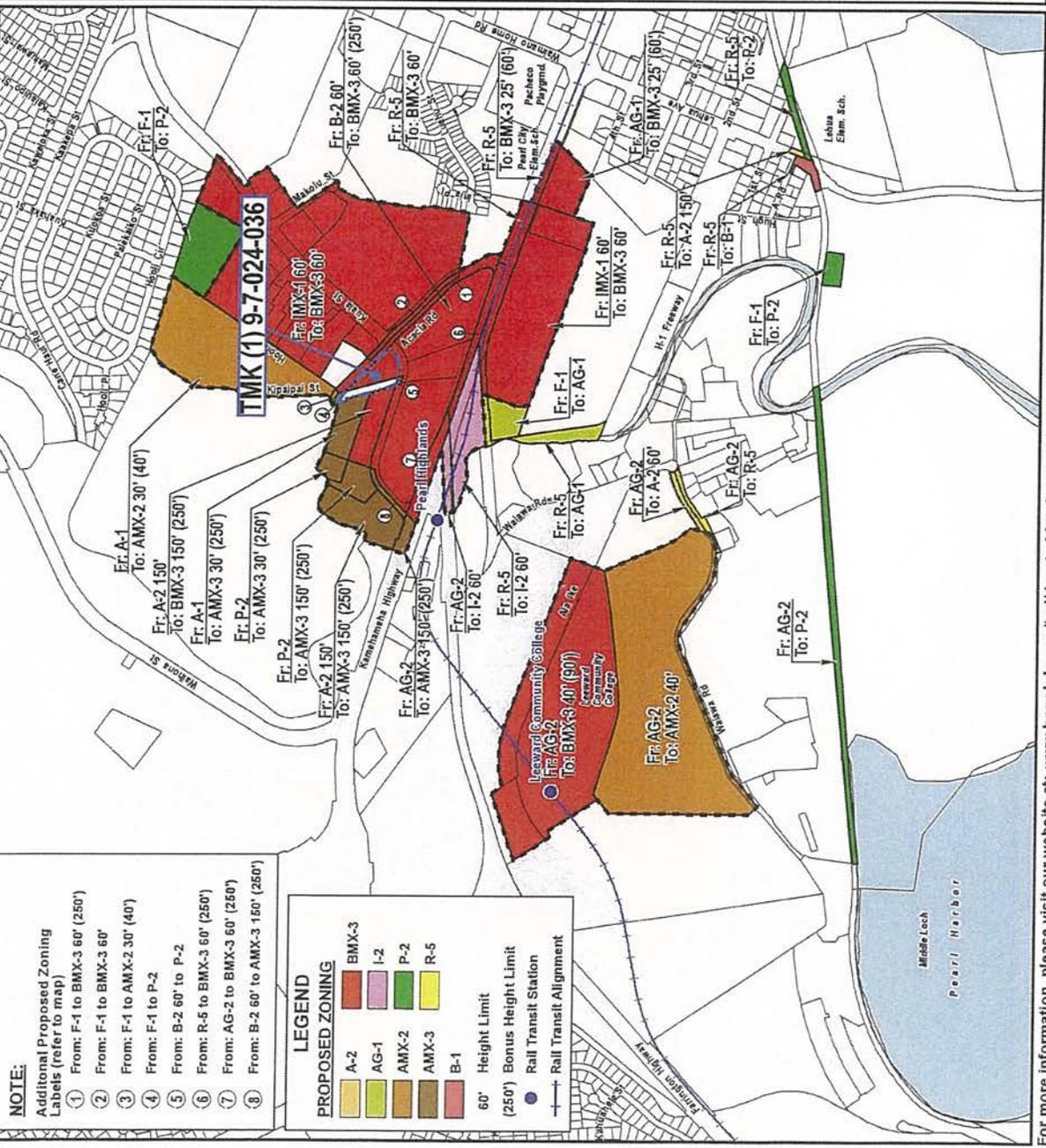
NOTES:

Only parcels listed above, as shown in color and/or within the Special District boundary, are part of the proposal. Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH. Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU



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- NOTE:**
- Additional Proposed Zoning Labels (refer to map)
- ① From: F-1 to BMX-3 60' (250')
 - ② From: F-1 to BMX-3 60'
 - ③ From: F-1 to AMX-2 30' (40')
 - ④ From: F-1 to P-2
 - ⑤ From: B-2 60' to P-2
 - ⑥ From: R-5 to BMX-3 60' (250')
 - ⑦ From: AG-2 to BMX-3 60' (250')
 - ⑧ From: B-2 60' to AMX-3 150' (250')

LEGEND

PROPOSED ZONING

- AMX-3
- A-2
- AG-1
- AMX-2
- AMX-3
- B-1

60' Height Limit
(250') Bonus Height Limit
● Rail Transit Station
— Rail Transit Alignment

For more information, please visit our website at: www.honolulu.gov/tod/dpp-tod-implementation/zoning-and-related-policies

EXHIBIT 3



1. View of the existing drainage canal and overhead power lines along the western property boundary, facing northeast.



2. View of the property looking north across Kuala Street.



3. View of the eastern property boundary and retaining wall along Acacia Road, facing north.



4. View of the eastern property boundary, looking northwest up Acacia Road.



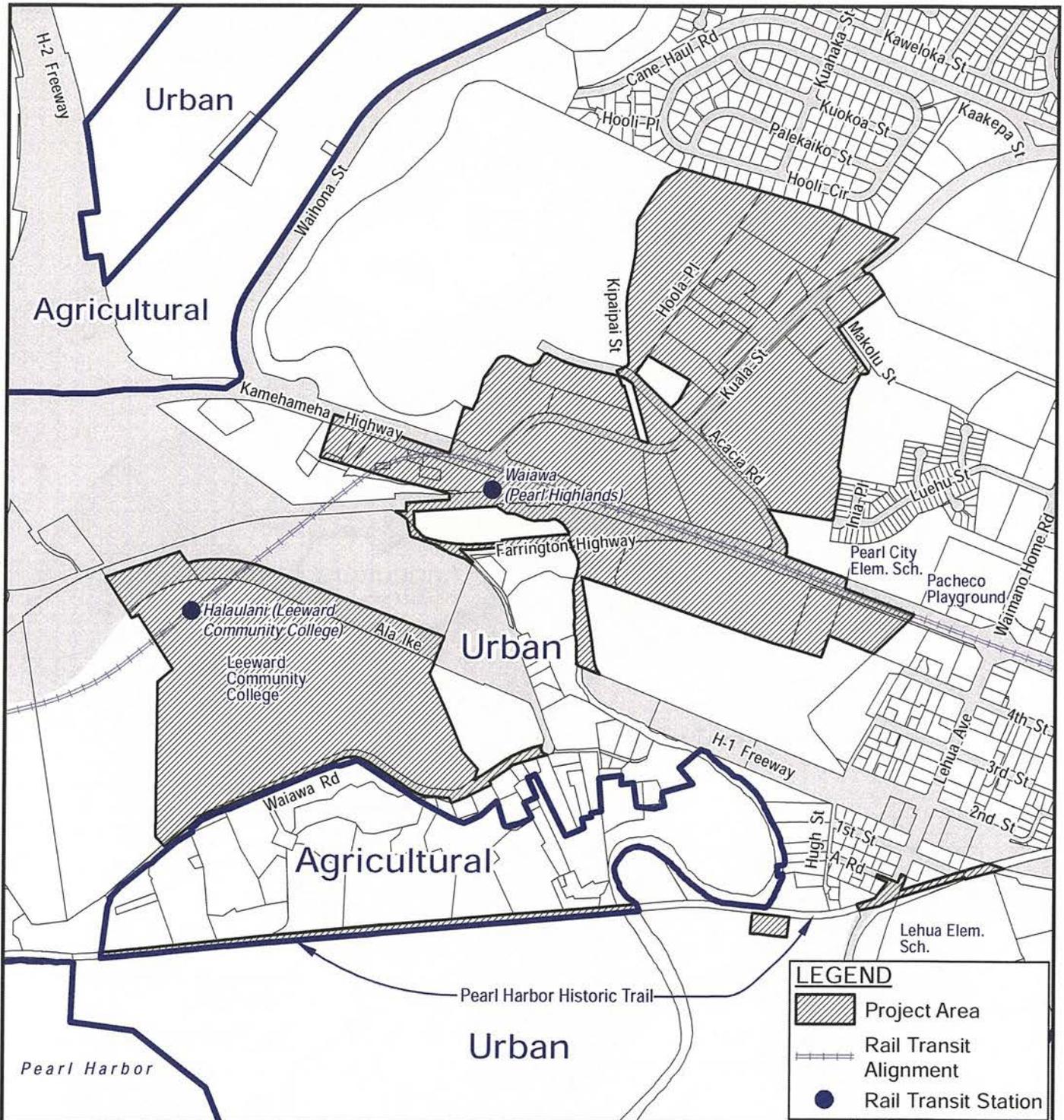
5. View of the northern property boundary and existing overhead power lines, looking southeast.



6. View of the eastern property boundary, looking southeast down Acacia Road.

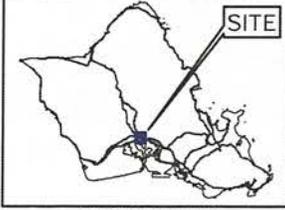
ATTACHMENT 5
STATE LAND USE MAPS

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LEGEND

-  Project Area
-  Rail Transit Alignment
-  Rail Transit Station

VICINITY MAP

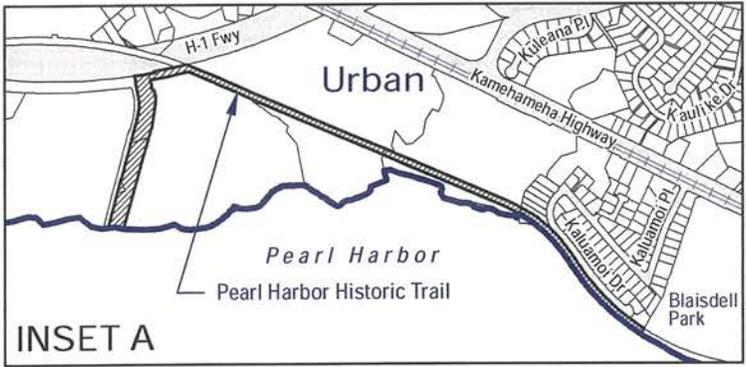
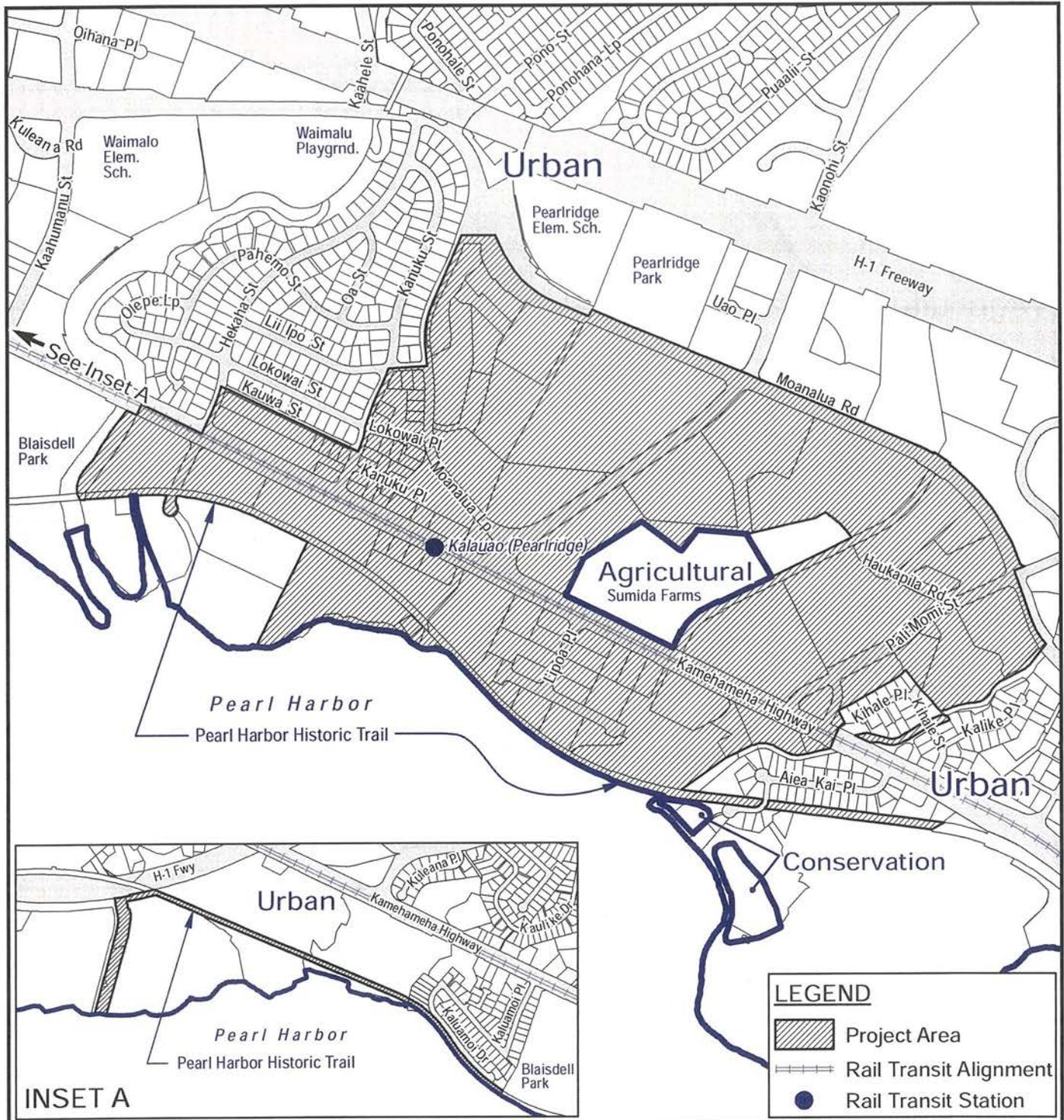


Scale in Feet



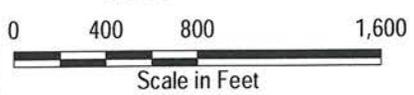
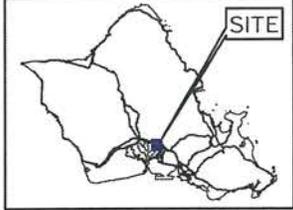
PORTION OF
STATE LAND USE MAP
 WAIPAHU QUADRANGLE
 Halaulani (LCC) and
 Waiawa (Pearl Highlands)
 Station Areas

FOLDER NO.: 2016/GEN-2



LEGEND

-  Project Area
-  Rail Transit Alignment
-  Rail Transit Station



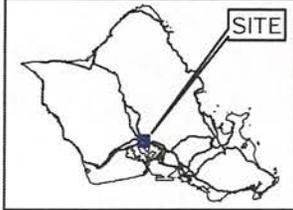
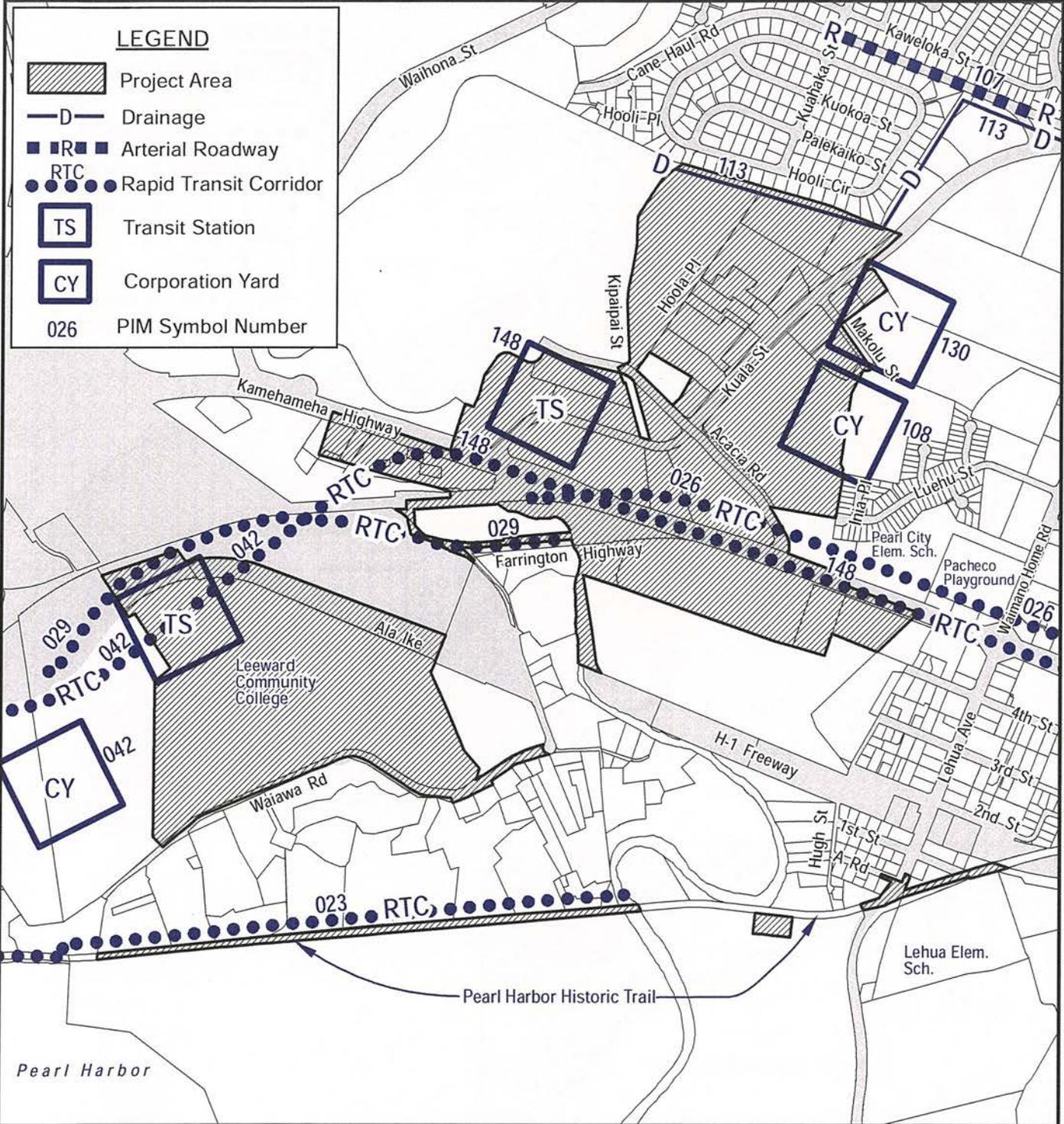
PORTION OF
STATE LAND USE MAP
 WAIPAQU QUADRANGLE
 Kalauao (Pearlridge) Station Area

FOLDER NO.: 2016/GEN-2

ATTACHMENT 6

PUBLIC INFRASTRUCTURE MAPS

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PORTION OF
PUBLIC INFRASTRUCTURE MAPS
Primary Urban Center & Central Oahu



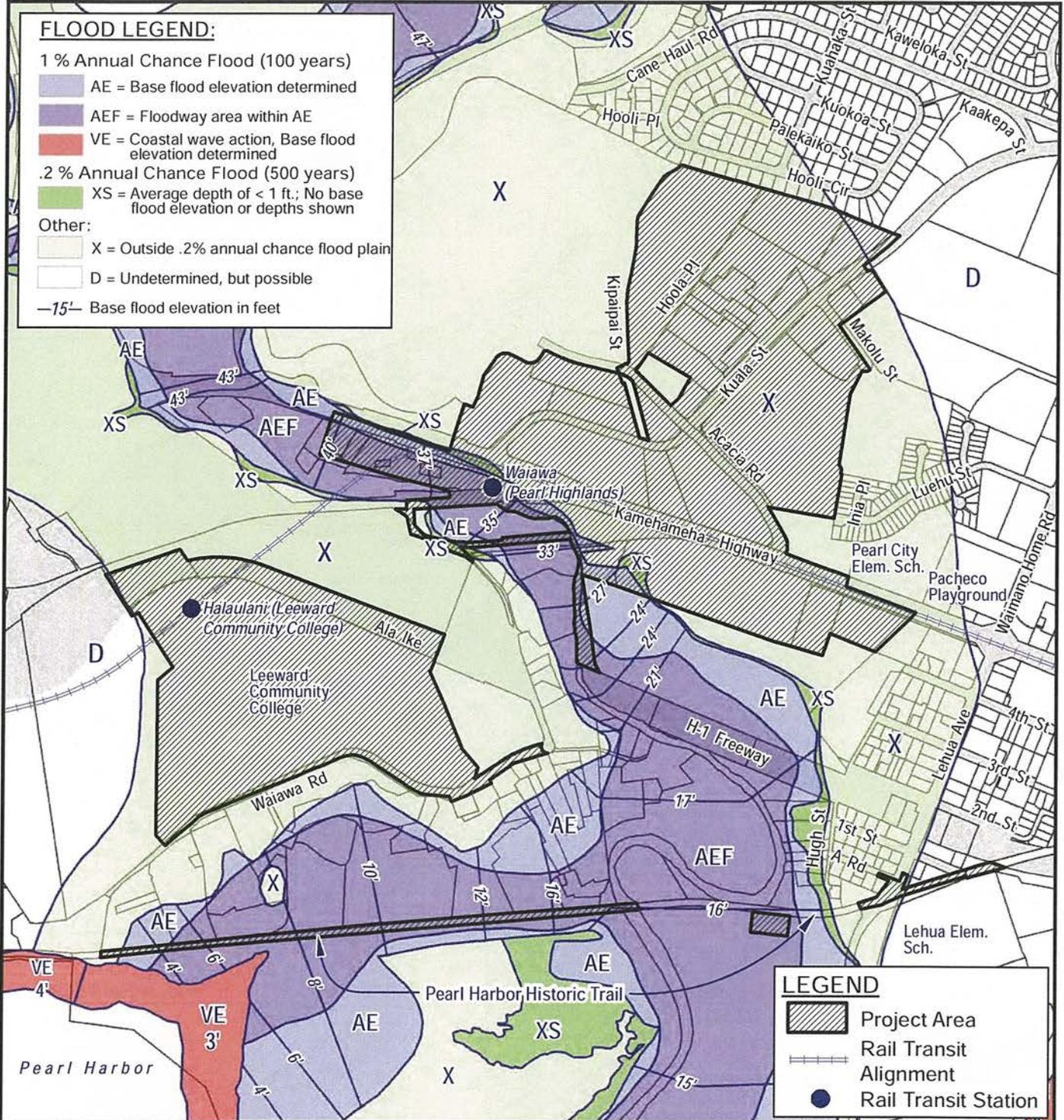
FOLDER NO.: 2016/GEN-2

ATTACHMENT 7
FLOOD HAZARD MAPS

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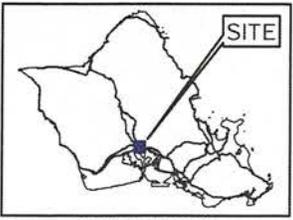
FLOOD LEGEND:

- 1 % Annual Chance Flood (100 years)
- AE = Base flood elevation determined
- AEF = Floodway area within AE
- VE = Coastal wave action, Base flood elevation determined
- .2 % Annual Chance Flood (500 years)
- XS = Average depth of < 1 ft.; No base flood elevation or depths shown
- Other:
- X = Outside .2% annual chance flood plain
- D = Undetermined, but possible
- 15'- Base flood elevation in feet



LEGEND

- Project Area
- Rail Transit Alignment
- Rail Transit Station

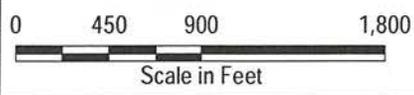


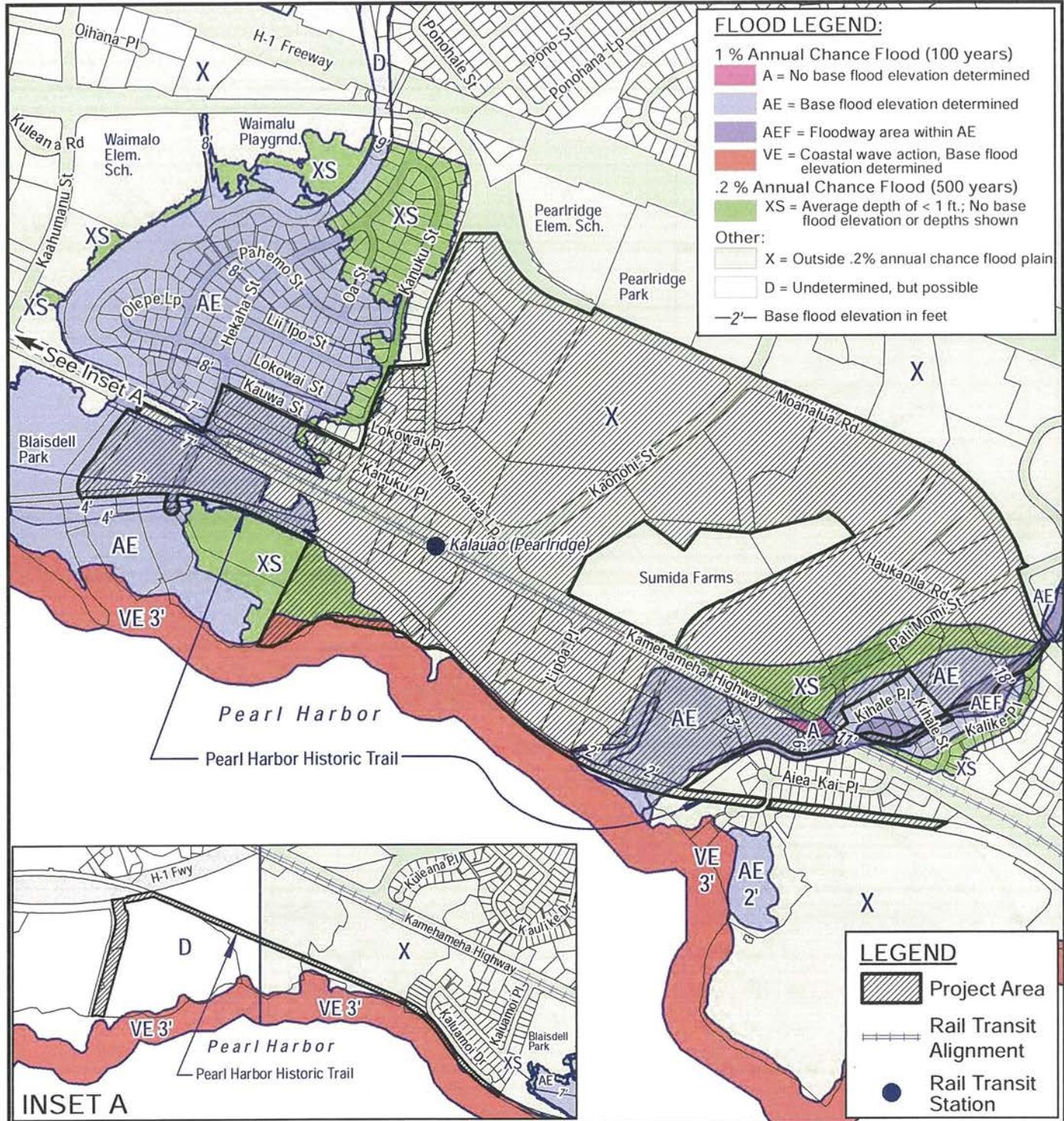
VICINITY MAP

PORTION OF FLOOD HAZARD MAP
 Halaulani (LCC) and Waiawa (Pearl Highlands) Station Areas

DATA SOURCE: FIRM Panel 0239G
 Date: 1/19/2011

FOLDER NO.: 2016/GEN-2





FLOOD LEGEND:

1 % Annual Chance Flood (100 years)

- A = No base flood elevation determined
- AE = Base flood elevation determined
- AEF = Floodway area within AE
- VE = Coastal wave action, Base flood elevation determined

2 % Annual Chance Flood (500 years)

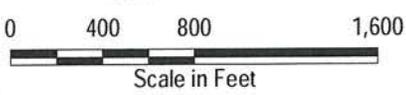
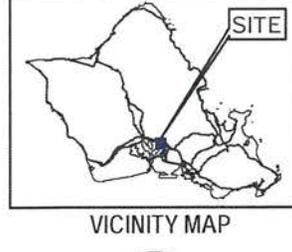
- XS = Average depth of < 1 ft.; No base flood elevation or depths shown

Other:

- X = Outside .2% annual chance flood plain
- D = Undetermined, but possible
- 2'- Base flood elevation in feet

LEGEND

- Project Area
- Rail Transit Alignment
- Rail Transit Station



**PORTION OF FLOOD HAZARD MAP
Kaluaao (Pearlridge) Station Area**

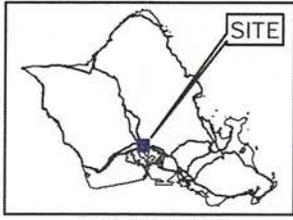
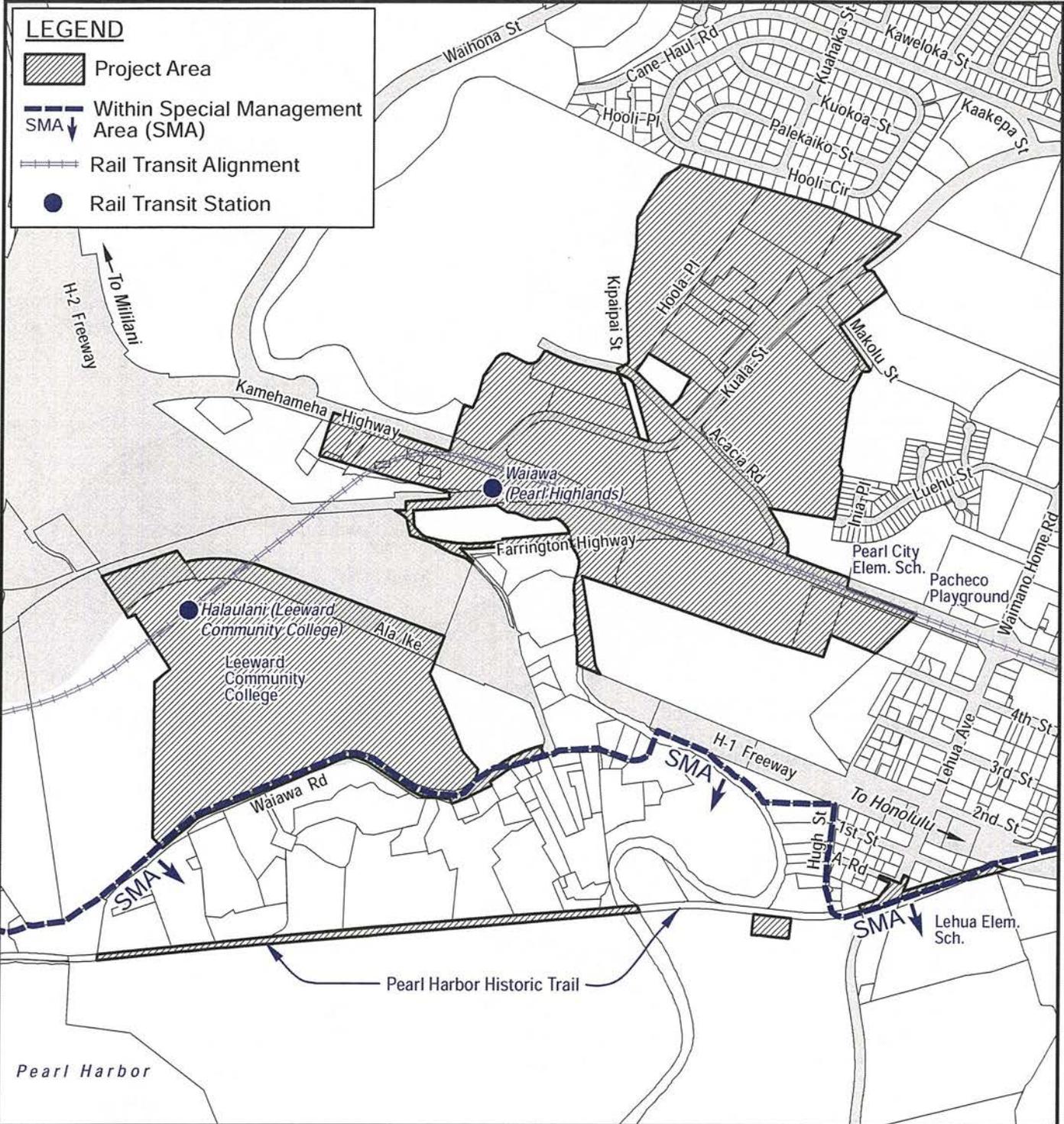
DATA SOURCE: FIRM Panel 0243H, Date: 11/5/2014 & FIRM Panel 0239G, Date: 01/19/2011

FOLDER NO.: 2016/GEN-2

ATTACHMENT 8

LOCATION MAPS WITH SMA

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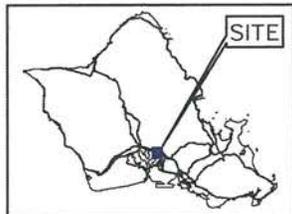
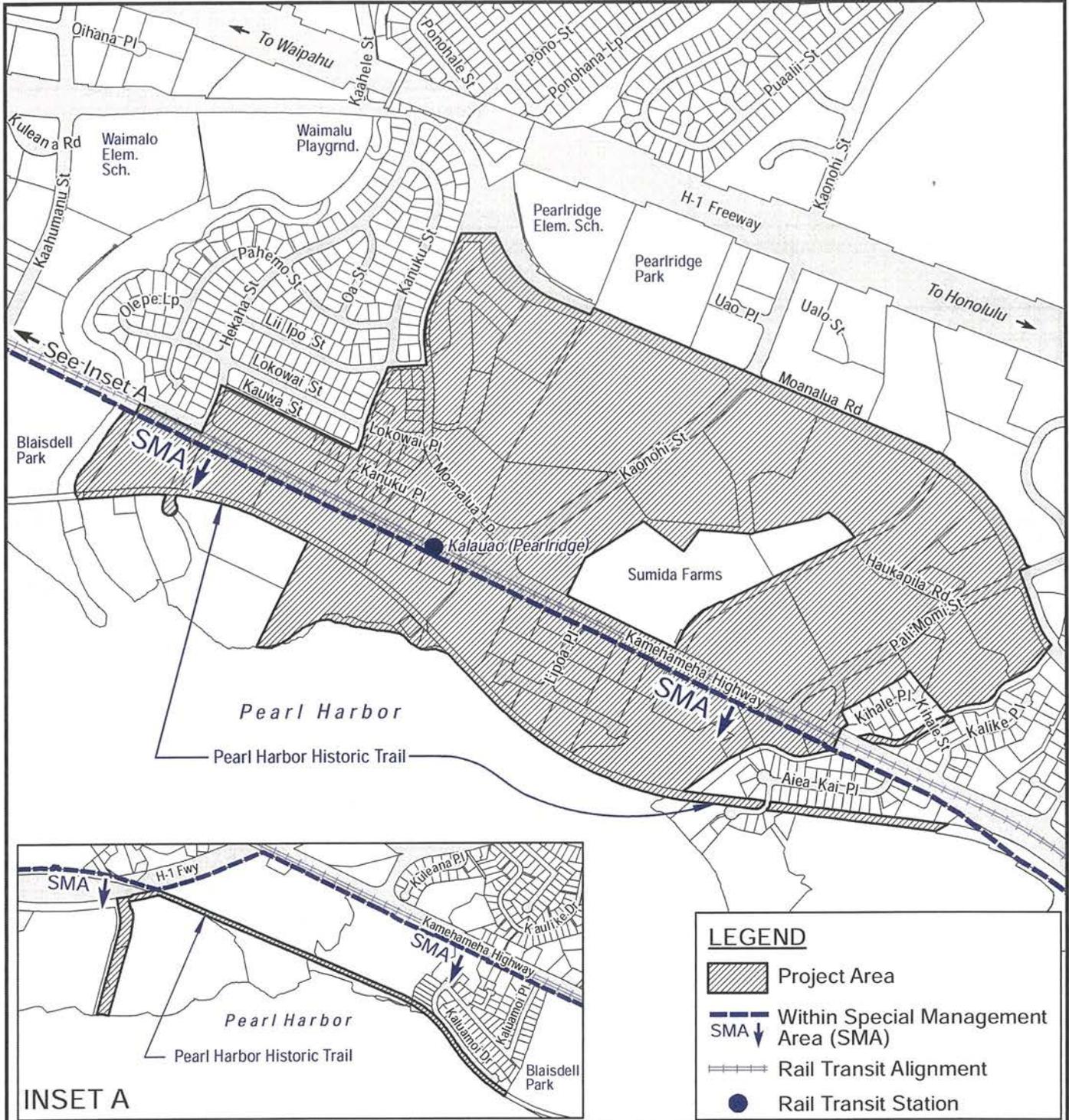


LOCATION MAP WITH SMA

Halaulani (LCC) and Waiawa (Pearl Highlands) Station Areas



FOLDER NO.: 2016/GEN-2



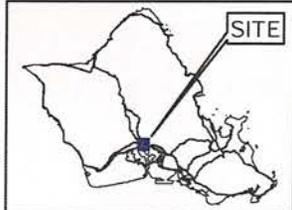
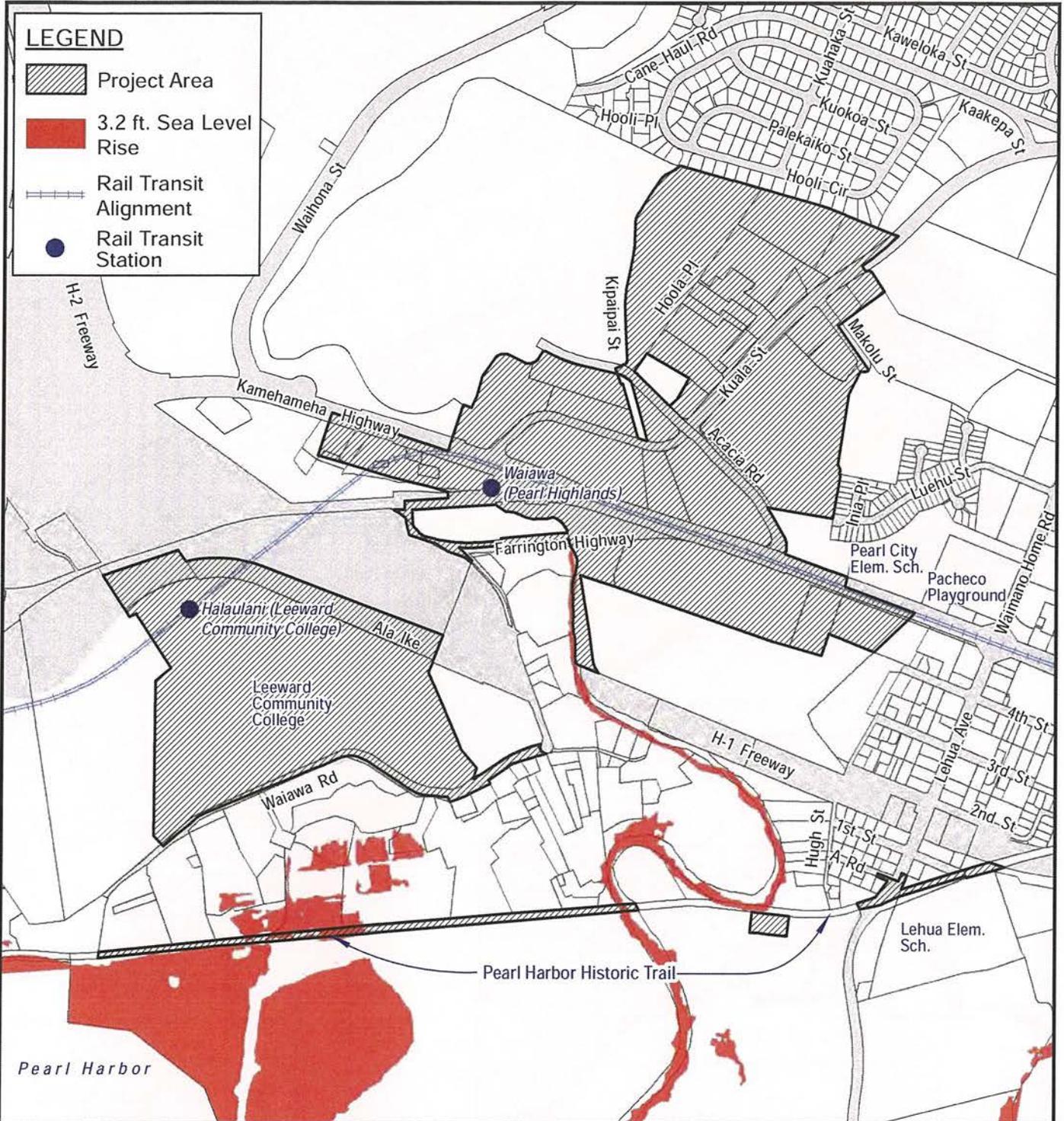
LOCATION MAP WITH SMA Kalauao (Pearlridge) Station Area

FOLDER NO.: 2016/GEN-2

ATTACHMENT 9

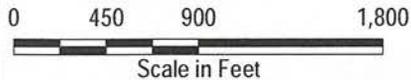
3.2 FEET SEA LEVEL RISE MAPS

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VICINITY MAP

3.2 ft SEA LEVEL RISE Halaulani (LCC) and Waiawa (Pearl Highlands) Station Areas



FOLDER NO.: 2016/GEN-2

ATTACHMENT 10
BILL FOR AN ORDINANCE

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A BILL FOR AN ORDINANCE

TO REZONE LAND SITUATED AT HALAWA – PEARL CITY AND WAIPAHU, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Zoning Map No. 7 (Halawa – Pearl City), Ordinance 86-133, and Zoning Map No. 8 (Waipahu), Ordinance 86-110, are hereby amended as follows: Land situated near the **Leeward Community College** (Halaulai/Leeward Community College rail station area) and **Kamehameha Highway and Farrington Highway intersection** (Waiawa/Pearl Highlands rail station area) in Pearl City, Oahu, Hawaii; and near the **Kamehameha Highway and Kaonohi Street intersection** (Kalauao/Pearlridge rail station area) in Aiea, Oahu, Hawaii; hereinafter described, are hereby rezoned from the F-1 Military and Federal Preservation, P-2 General Preservation, AG-1 Restricted Agricultural, AG-2 General Agricultural, R-5 Residential, R-7.5 Residential, A-1 Low-density Apartment, A-2 Medium-density Apartment, B-2 Community Business, BMX-3 Community Business Mixed Use, I-2 Intensive Industrial, and IMX-1 Industrial-Commercial Mixed Use Districts to the P-2 General Preservation, AG-1 Restricted Agricultural, R-5 Residential, A-2 Medium-density Apartment, AMX-2 Medium-density Apartment Mixed Use, AMX-3 High-density Apartment Mixed Use, B-1 Neighborhood Business, BMX-3 Community Business Mixed Use, and I-2 Intensive Industrial Districts. The boundaries and heights of said Districts shall be described as shown on the maps attached hereto, marked "Exhibit A" and "Exhibit B," and made a part hereof, and further identified as the Tax Map Keys and streets listed on the exhibits.

SECTION 2. Existing unilateral agreements applicable to affected areas within the boundaries of said Districts, as shown on the maps attached hereto, marked "Exhibit A" and "Exhibit B," shall remain in full force and effect, including all unilateral agreement conditions, except for the unilateral agreements or portions thereof specified below, which are hereby rendered null and void:

1. Ordinance 79-52, Unilateral Agreement Conditions 1 and 2;
2. Ordinance 82-1, the Unilateral Agreement in its entirety;
3. Ordinance 98-15, Unilateral Agreement Condition 1;
4. Ordinance 02-13, Unilateral Agreement Condition 2.b(3); and
5. Ordinance 04-04, Unilateral Agreement Conditions 1.a and 3.



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

SECTION 3. This ordinance takes effect upon its approval.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawai'i

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this _____ day of _____, 20 _____.

Rick Blangiardi, Mayor
City and County of Honolulu

PORTION OF

ZONING MAP NO. 7 & 8 HALAWA - PEARL CITY & WAIPAHAU

Halaulani (Leeward Community College) and
Waiaua (Pearl Highlands) Station Areas

APPLICANT: DEPARTMENT OF PLANNING & PERMITTING

TAX MAP KEYS:

- 9-6-003: por. 1, 12, 13, por. 14, 15, por. 16, 17, por. 18, por. 39, por. 43, 48, 49
- 9-6-004: por. 6
- 9-7-016: 28
- 9-7-018: por. 10
- 9-7-020: 59
- 9-7-023: 1, 17, 18, por. 20, 21
- 9-7-024: por. 6, por. 27, 28, 33-35, por. 36, 40, 43, 44, 51, 56, 58, 59, 62-64, 66-75

AFFECTED STREETS:

- A Rd. (portion), Acacia Rd. (portion), Ala Ika (portion), Farrington Highway (portion), Hoola Pl., Kamehameha Highway (portion), Kipaipai St., Kuala St. (portion), Lehua Ave. (portion), Makolu St., Waiawa Rd. (portion)

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH.
Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

FOLDER NO.: 2016/GEN-2

LAND AREA: APPROXIMATELY 190.81 ACRES

PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU
PUBLIC HEARING PLANNING COMMISSION CITY COUNCIL

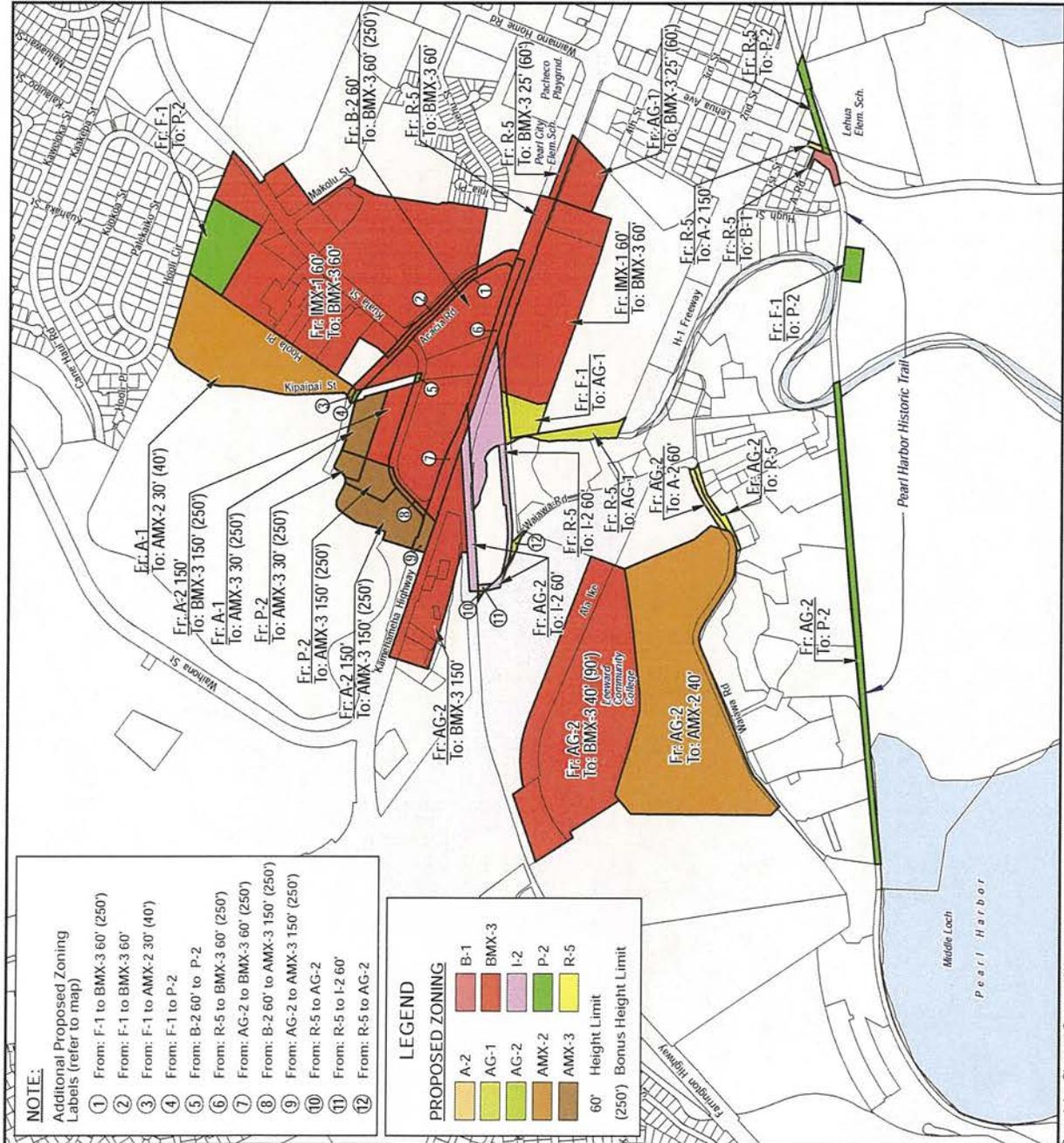


ORD. NO.

EFF. DATE:

BILL

2016/7-7



NOTE:

Additional Proposed Zoning Labels (refer to map)

- ① From: F-1 to BMX-3 60' (250')
- ② From: F-1 to BMX-3 60'
- ③ From: F-1 to AMX-2 30' (40')
- ④ From: F-1 to P-2
- ⑤ From: B-2 60' to P-2
- ⑥ From: R-5 to BMX-3 60' (250')
- ⑦ From: AG-2 to BMX-3 60' (250')
- ⑧ From: B-2 60' to AMX-3 150' (250')
- ⑨ From: AG-2 to AMX-3 150' (250')
- ⑩ From: R-5 to AG-2
- ⑪ From: R-5 to I-2 60'
- ⑫ From: R-5 to AG-2

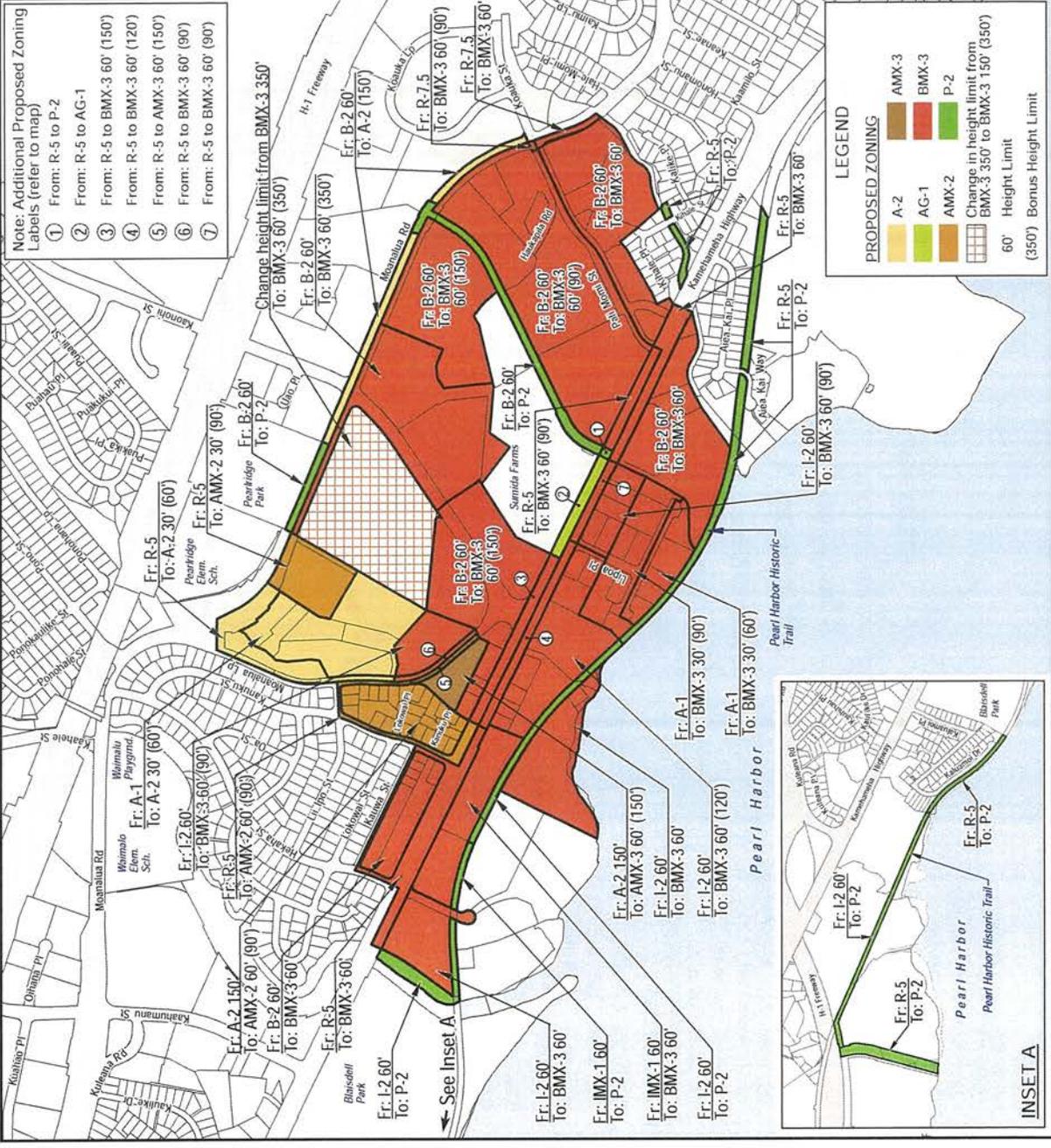
LEGEND

PROPOSED ZONING

- A-2
- AG-1
- AG-2
- AMX-2
- AMX-3
- Height Limit
- 60'
- 250' Bonus Height Limit
- B-1
- BMX-3
- I-2
- P-2
- R-5

EXHIBIT A

Copyrights City and County of Honolulu
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**PORTION OF
ZONING MAP NO. 7
HALAWA - PEARL CITY
Kalauao (Pearlridge) Station Area**

APPLICANT: DEPARTMENT OF PLANNING & PERMITTING
TAX MAP KEYS:

9-7-018: por. 10, por. 12, 17
9-8-004: 16
9-8-007: por. 2
9-8-009: 1, 3, 5, 7, 8, 10-12, 14-17, 20-22, 25
9-8-010: 1-3, 6, 9, 18-26, 29-32, 34-44, 47, 48
9-8-013: 13-15, 20-25, 30, 31-33
9-8-014: 3-10, 12, 13, 15-22, 24, 25, 27, 29, 30
9-8-015: 44, 45, 47
9-8-016: 29-32, 37, 42, por. 45, 49, 51-53, por. 54, 55-58
9-8-021: 55
9-8-022: por. 72, 74, 78-81, 85, 86
9-8-025: 30, 60

AFFECTED STREETS:
Haukapila Rd., Hekaha St. (portion),
Kamehameha Highway (portion), Kanuku Pl.,
Kanuku St. (portion), Kaonohi St. (portion), Kauwa St.,
Lii Ipo St. (portion), Lipoa Pl., Lokowai Pl.,
Moanalua Lp. (portion), Moanalua Rd. (portion),
Pali Momi St.

NOTES:
Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH.
Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

FOLDER NO.: 2016/GEN-2
LAND AREA: APPROXIMATELY 192.23 ACRES
PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU
PUBLIC HEARING PLANNING COMMISSION CITY COUNCIL

2016/7-8



ORD. NO. _____
EFF. DATE: _____
BILL

EXHIBIT B

**ADDITIONAL
INFORMATION
FROM DEPT. OF
PLANNING AND
PERMITTING TO
PLANNING
COMMISSION
JULY 13, 2022**

Aiea-Pearl City

City and County of Honolulu



TOD Special District & Zoning

Planning Commission

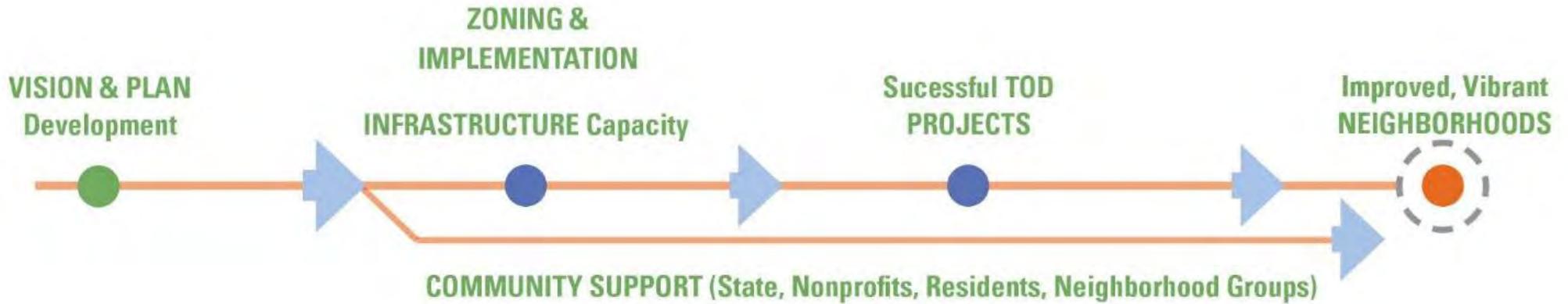
July 13, 2022

Presentation Outline

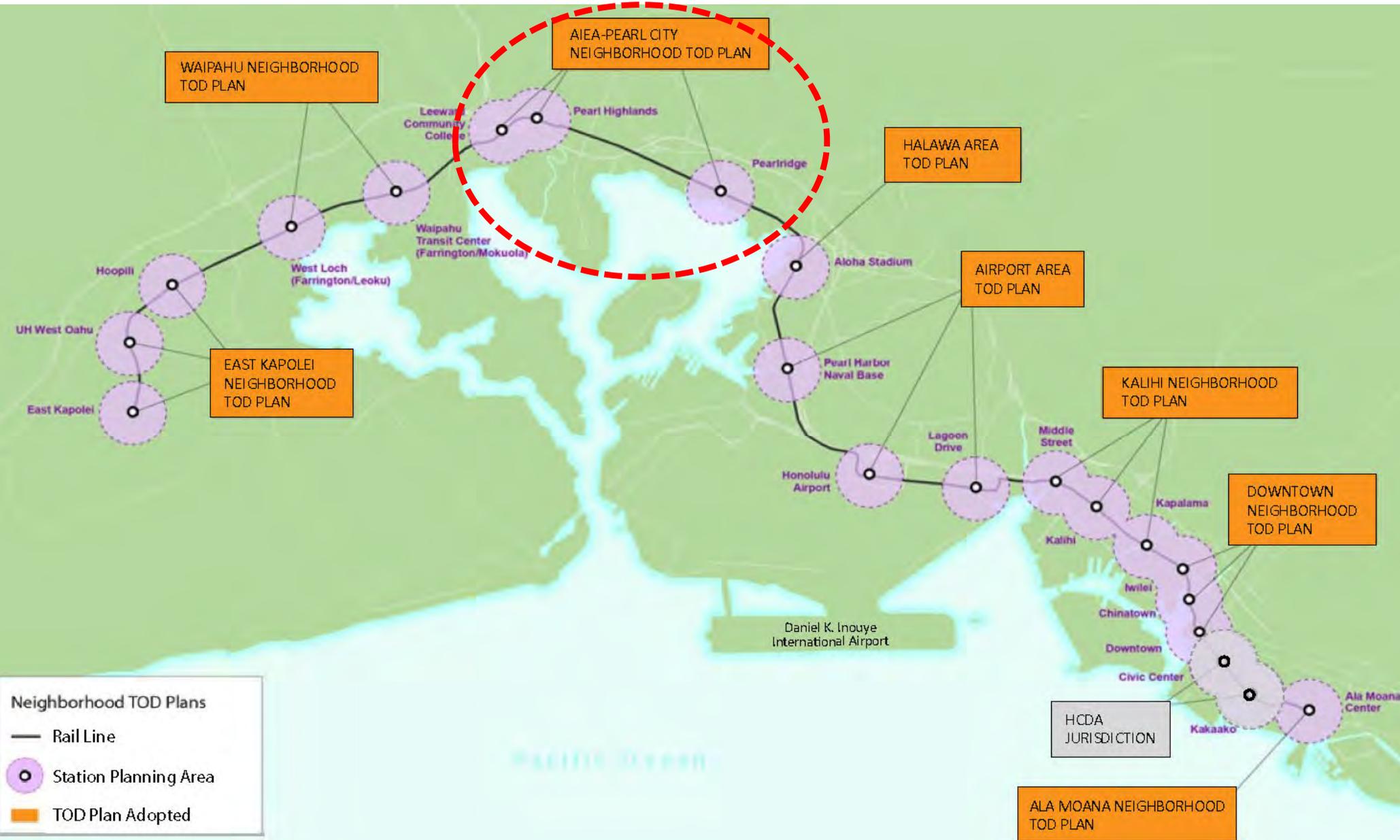
- TOD Program Overview
- Planning and Research Background
- Proposed Zone Changes
- Proposed Special District



TOD Program Overview



Neighborhood TOD Planning



TOD Plan Principles

- Create access and views to water and Pearl Harbor Historic Trail
- Encourage workforce housing
- Create a comfortable and lively pedestrian environment
- Provide multimodal access to and from the stations
- Develop new and enhance existing open space amenities

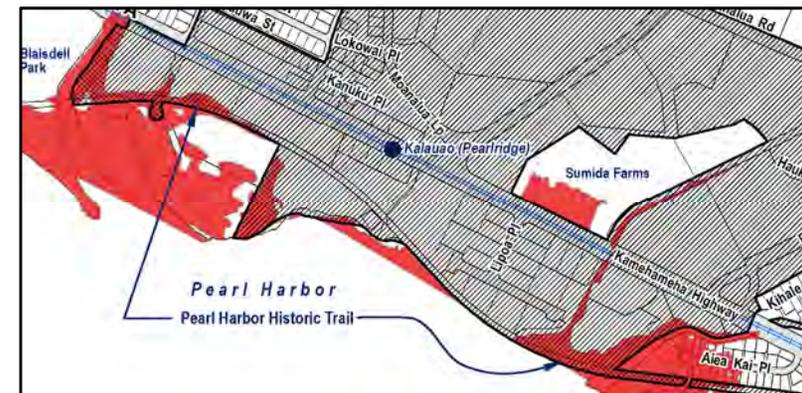


TOD Special District – Primary Design Objectives

1. Develop the **Kalauao** (Pearlridge) station area as a **major urban center and regional destination** with opportunities for new high-density residential and commercial development that **enhance access and views** to the area's natural features
2. Preserve **views of Pearl Harbor** from Kaonohi Street
3. Create **additional housing units, improved access and amenities** along the Pearl Harbor Historic Trail, and **new waterfront open spaces** in the area makai of Kamehameha Highway
4. Transform the existing parking lots and low-density commercial uses near the **Waiawa** (Pearl Highlands) station area into a **walkable, pedestrian-oriented environment** by allowing new high-density development
5. Promote the area as an **attractive place to live and work** by emphasizing and improving amenities like the Pearl Harbor Historic Trail, the University of Hawaii Urban Garden Center, and the wide variety of local shopping and dining
6. Improve **access to regional transportation** options, especially pedestrian and bicycle access to the Pearl Harbor Historic Trail from public streets
7. Promote the vision of the **Halaulani** (Leeward Community College) station area as a **college-oriented neighborhood** that provides new housing, services, transportation options, and gathering places for students, faculty, and area residents

Coastal Hazards Considerations

- Relatively new area of study with limited guidance
- No TOD Special District or zoning proposed if property over 50% impacted by projected sea level rise
- TOD Special District and limited zoning proposed if property under 50% impacted by projected sea level rise
- Site layout modification possible through TOD Special District permit if coastal hazards, such as sea level rise, impact site
- Reviewing projects on impacted properties on case-by-case basis as more policies and regulations being developed



Proposal Overview

- 3 rail station areas
 - Halaulani (LCC), Waiawa (Pearl Highlands), Kalauao (Pearlridge)
- Extending TOD Special District
 - Key street and view corridor designations
 - Permits bonus FAR and height for community benefits
- Zone changes to allow more mixed uses
 - Maximum base and bonus heights listed on map
 - Heights taper downslope and away from station

Public Participation

- Aiea-Pearl City TOD Plan
 - 4 public workshops
 - Planning Commission public hearing
 - City Council public hearing → adopted via Resolution 14-71, FD1
- Aiea-Pearl City TOD Special District Regulations and Zoning
 - Notification letters to affected property owners
 - Zone change properties
 - Special district properties
 - Properties within 300 feet
 - Standard RFCs: neighborhood boards, agencies, community orgs
 - Public workshop: January 2018
 - Planning Commission public hearing: July 2022
 - City Council public hearing: TBD

Proposed Zoning Map Changes

- Not all areas from TOD Plan being rezoned
- Incorporating mixed use zoning
 - Commercial activities at street level, residential on upper floors
 - Enliven town centers
 - ✓ Streets used at different times of the day
 - ✓ People can live, work, play, and shop in same area
- Building heights
 - Up to 90 feet in Halaulani (LCC) station area
 - Up to 250 feet in Waiawa (Pearl Highlands) station area
 - Up to 350 feet in Kalauao (Pearlridge) station area
 - Slight increases following public input
 - Community benefits required to utilize bonus heights

Mixed Use Zoning Districts

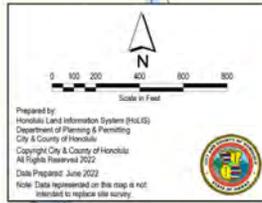
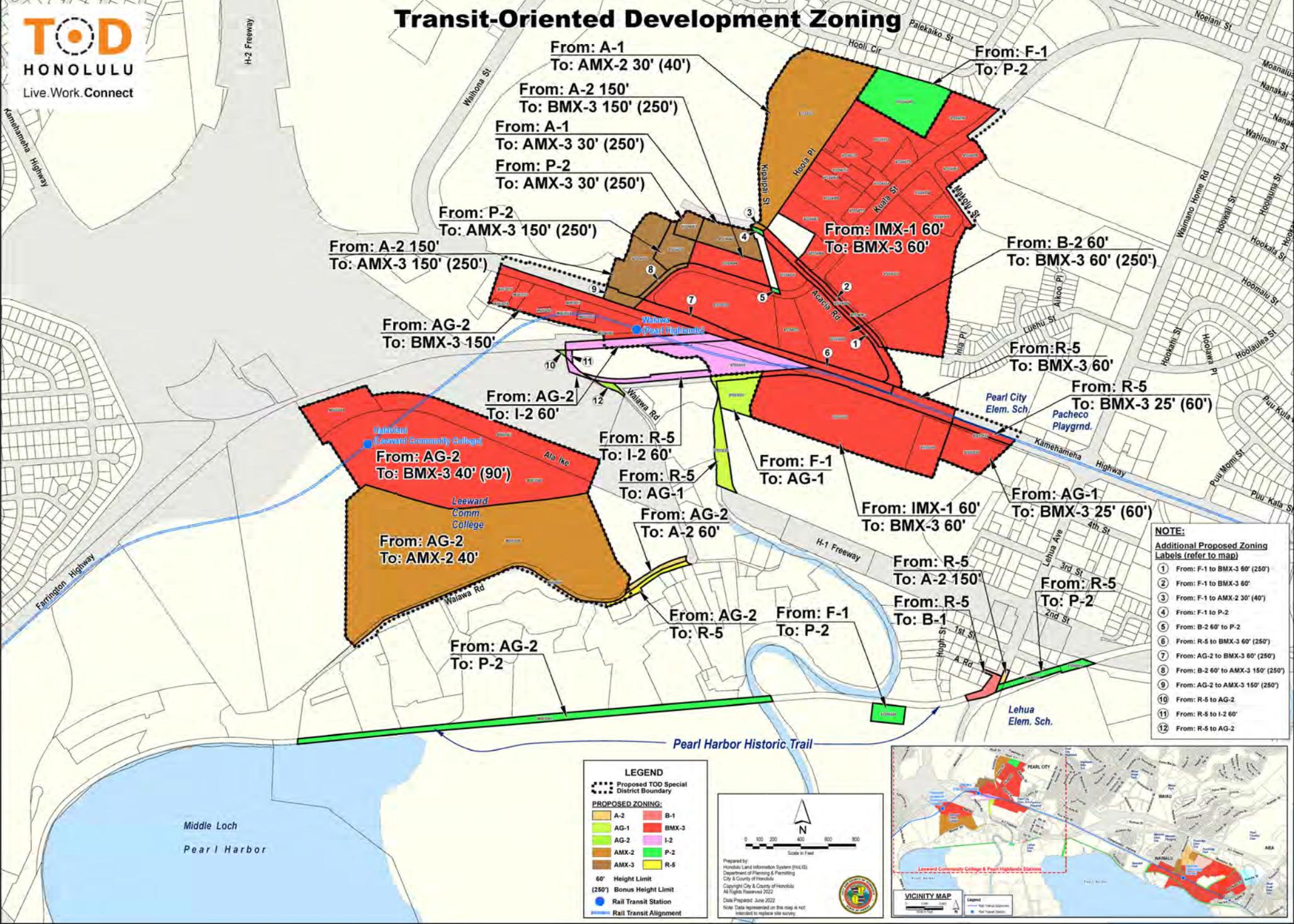
- Apartment Mixed Use (AMX)
 - Allows some commercial uses in areas where mostly apartments are (or will be) located.
- Business Mixed Use (BMX)
 - Allows residential uses close to employment and retail.



HALAULANI (LEEWARD COMMUNITY COLLEGE) & WAIAWA (PEARL HIGHLANDS) STATIONS



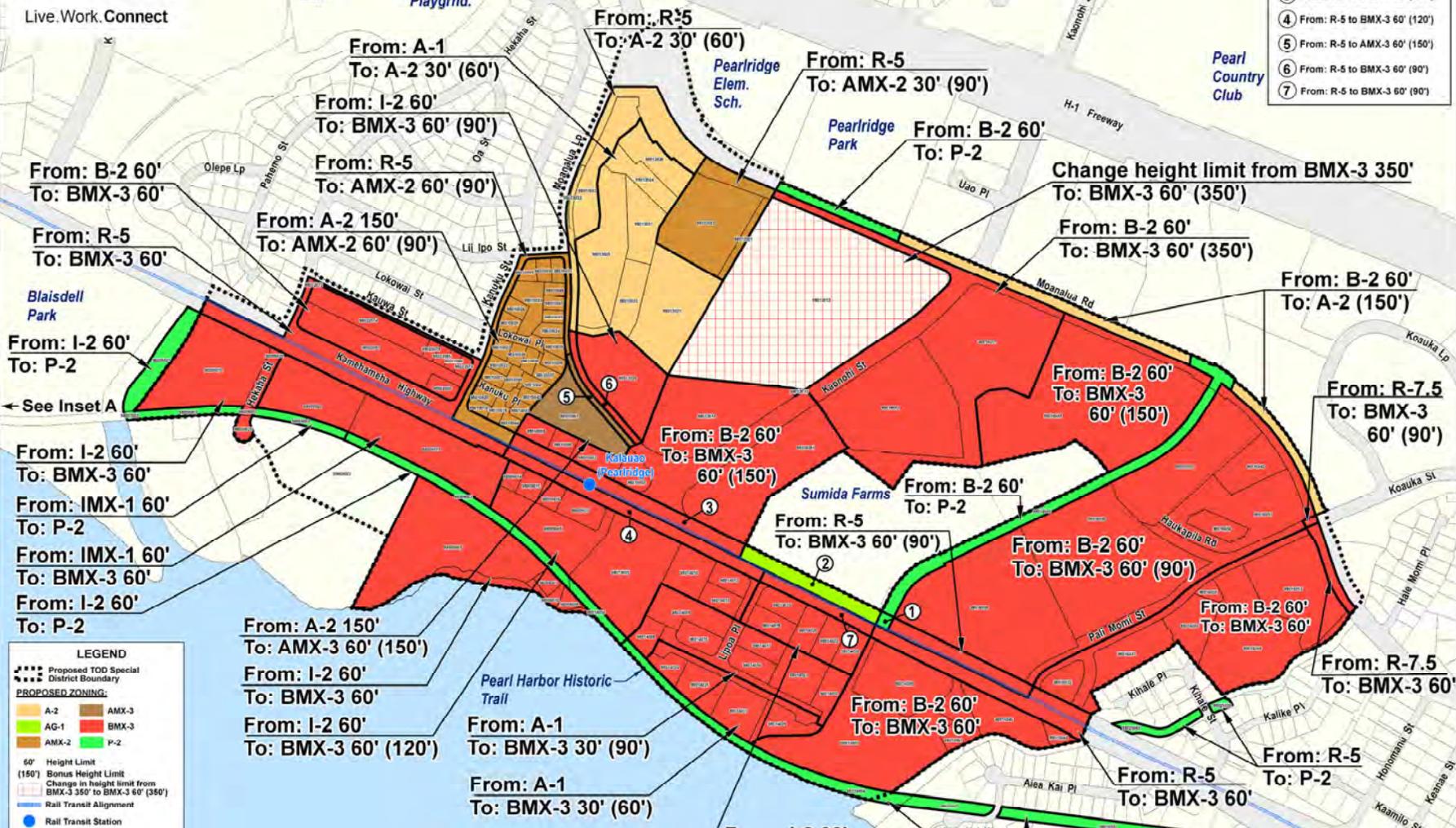
Transit-Oriented Development Zoning





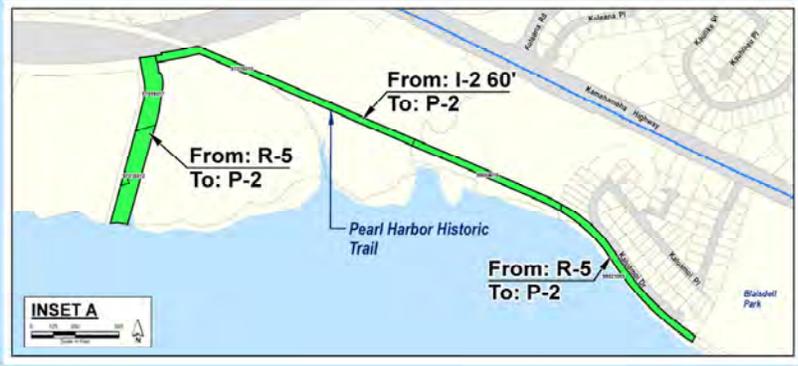
KALAUAO (PEARLRIDGE) STATION Transit-Oriented Development Zoning

- NOTE: Additional Proposed Zoning Labels (refer to map)**
- 1 From: R-5 to P-2
 - 2 From: R-5 to AG-1
 - 3 From: R-5 to BMX-3 60' (150')
 - 4 From: R-5 to BMX-3 60' (120')
 - 5 From: R-5 to AMX-3 60' (150')
 - 6 From: R-5 to BMX-3 60' (90')
 - 7 From: R-5 to BMX-3 60' (90')



LEGEND

- Proposed TOD Special District Boundary
- Proposed Zoning:
 - A-2 (Yellow)
 - AG-1 (Light Green)
 - AMX-2 (Orange)
 - AMX-3 (Light Orange)
 - BMX-3 (Red)
 - P-2 (Dark Green)
- 60' Height Limit
- (150') Bonus Height Limit
- Change in height limit from BMX-3 350' to BMX-3 60' (350')
- Rail Transit Alignment
- Rail Transit Station



Scale in Feet: 0 80 160 320 480 640

Prepared by:
Hawaii Land Information System (HLIS)
Department of Planning & Permitting
City & County of Honolulu
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Date Prepared: May 2022

Note: Data represented on this map is not intended to replace a site survey.



TOD Special District – Objectives

- Mixture of density and activity
- Maximize transit ridership
- Alternative modes of transportation
- Connectivity and convenient access
- Quality urban design
- Streetscape amenities
- Mix of housing: affordable and rental
- Publicly accessible/useable spaces
- Economic enhancement



TOD Special District – Features

- Regulates building placement and site layout/function, not design focused
 - Buildings near sidewalk/street, parking in back
 - Active ground floor uses and transparency
- Off-street parking optional near transit (TOD areas)
- Density and height bonuses
 - Exchanged for community benefits (e.g., affordable housing, streetscape improvements, parks)
- Skip to building permit if can comply with standards
 - Applies to new things, not existing
 - Permits for activity/use (e.g., increasing density or height)

Community Benefits

Project elements that will mitigate impacts of greater heights, greater densities, or modifications to special district development standards.

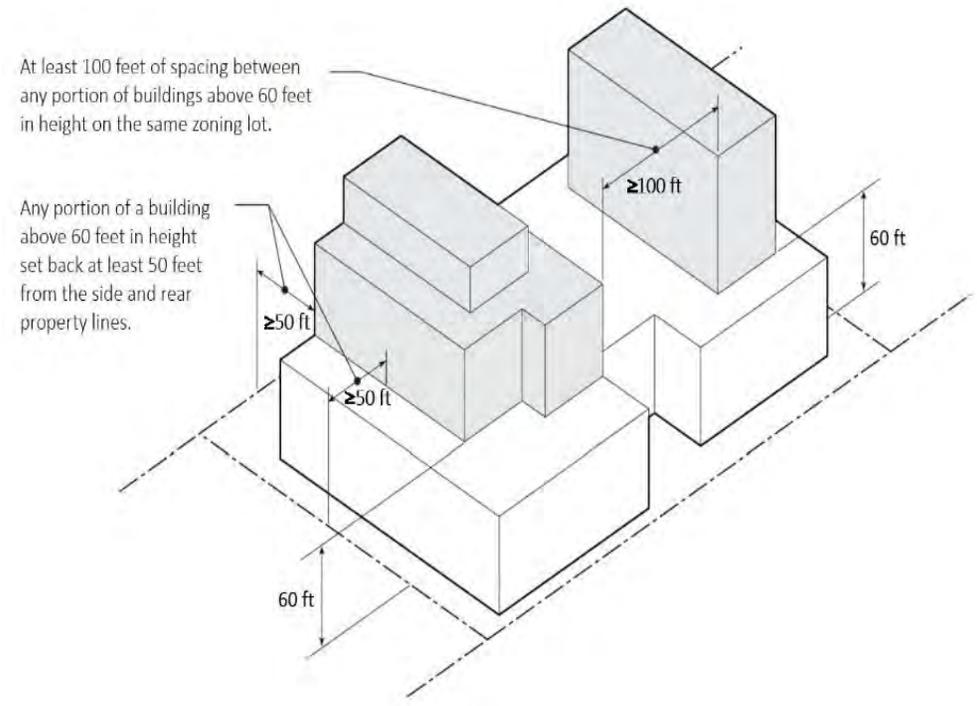
- Affordable housing
- Open space and parks
- Right-of-way improvements
- Financial contributions to existing community amenities or public uses
- Facilities that enhance multi-modal transportation and the pedestrian experience

TOD Special District – Nonconformities

- Nonconforming Structures: Up to 90% replacement value, new floor area must comply
- Nonconforming Uses: May be expanded on site, but no new floor area allowed
- Nonconforming Site Development: Repairs okay, but new structures must comply

TOD Special District – Proposed Setbacks & Orientation

- Max front setback along Highways: 15 feet
- Buildings above 60 feet: setback 50 feet from side and rear, or 100 feet between towers
- Setback modifications under certain circumstances
- Buildings above 40 feet: mauka-makai alignment



TOD Special District – Proposed FAR & Height Bonuses

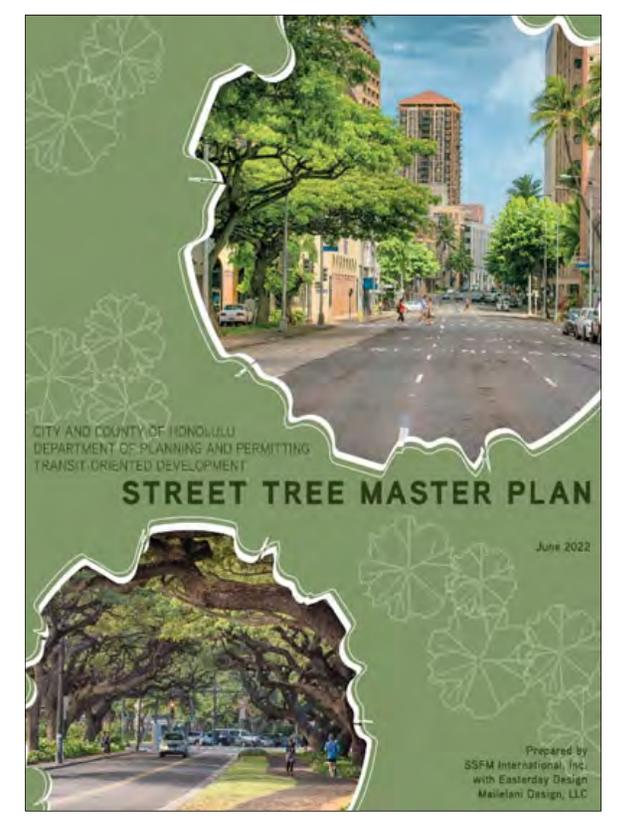
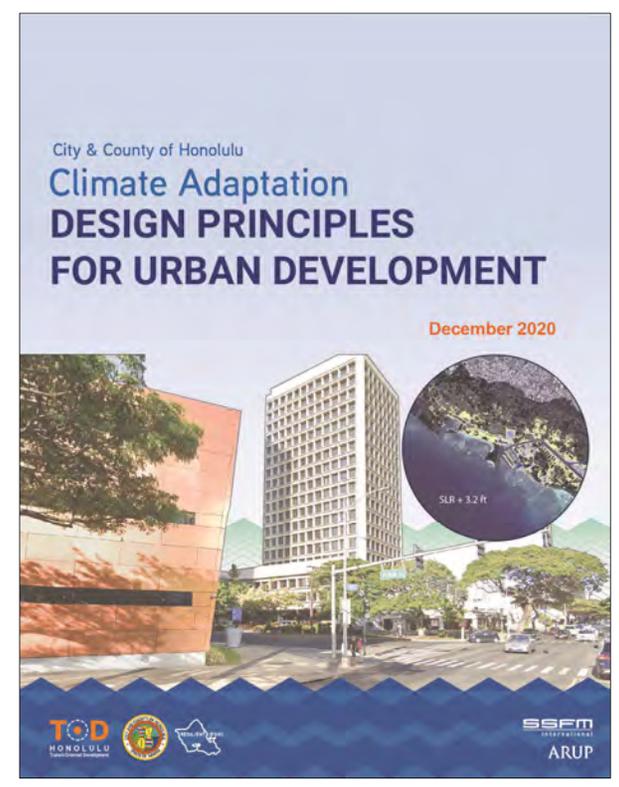
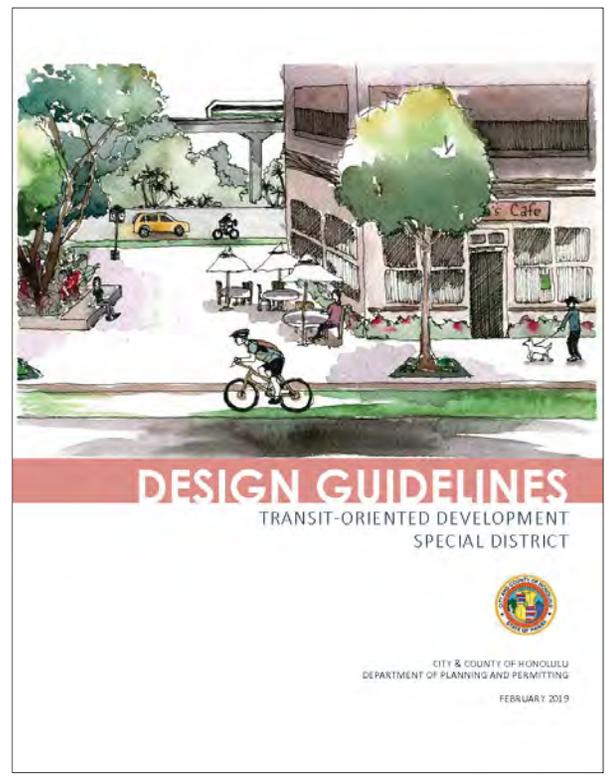
Floor Area Ratios

	BMX-3 and B-2 Districts	Apartment and Apartment Mixed Use Districts	Industrial and Industrial Mixed Use Districts
Base FAR	2.5	Refer to Table 21-3.3	Refer to Table 21-3.5
Maximum FAR with Minor Special District Permit	3.5	1.2 x Base FAR	1.2 x Base FAR
Maximum FAR with PD-T Approval	7.0	2.0 x Base FAR	2.0 x Base FAR

Heights

Maximum Height with Minor Special District Permit	60 feet over the base height limit; or twice the base height limit, whichever is less
Maximum Height with Major Special District Permit	120 feet over the base height limit; or three times the base height limit, whichever is less
Maximum Height with PD-T Approval	More than 120 feet over the base height limit; or more than three times the base height limit, whichever is less

Developer Resources



www.honolulu.gov/tod/projects/dev-resources

Mahalo!

Questions / Comments?

www.honolulu.gov/tod



Facebook: TODHonolulu



A BILL FOR AN ORDINANCE

TO REZONE LAND SITUATED AT HALAWA – PEARL CITY AND WAIPAHU, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Zoning Map No. 7 (Halawa – Pearl City), Ordinance 86-133, and Zoning Map No. 8 (Waipahu), Ordinance 86-110, are hereby amended as follows: Land situated near the **Leeward Community College** (Halaulai/Leeward Community College rail station area) and **Kamehameha Highway and Farrington Highway intersection** (Waiawa/Pearl Highlands rail station area) in Pearl City, Oahu, Hawaii; and near the **Kamehameha Highway and Kaonohi Street intersection** (Kalauao/Pearlridge rail station area) in Aiea, Oahu, Hawaii; hereinafter described, are hereby rezoned from the F-1 Military and Federal Preservation, P-2 General Preservation, AG-1 Restricted Agricultural, AG-2 General Agricultural, R-5 Residential, R-7.5 Residential, A-1 Low-density Apartment, A-2 Medium-density Apartment, B-2 Community Business, BMX-3 Community Business Mixed Use, I-2 Intensive Industrial, and IMX-1 Industrial-Commercial Mixed Use Districts to the P-2 General Preservation, AG-1 Restricted Agricultural, R-5 Residential, A-2 Medium-density Apartment, AMX-2 Medium-density Apartment Mixed Use, AMX-3 High-density Apartment Mixed Use, B-1 Neighborhood Business, BMX-3 Community Business Mixed Use, and I-2 Intensive Industrial Districts. The boundaries and heights of said Districts shall be described as shown on the maps attached hereto, marked "Exhibit A" and "Exhibit B," and made a part hereof, and further identified as the Tax Map Keys and streets listed on the exhibits.

SECTION 2. Existing unilateral agreements applicable to affected areas within the boundaries of said Districts, as shown on the maps attached hereto, marked "Exhibit A" and "Exhibit B," shall remain in full force and effect, including all unilateral agreement conditions, except for the unilateral agreements or portions thereof specified below, which are hereby rendered null and void:

1. Ordinance 79-52, Unilateral Agreement Conditions 1 and 2;
2. Ordinance 82-1, the Unilateral Agreement in its entirety;
3. Ordinance 98-15, Unilateral Agreement Condition 1;
4. Ordinance 02-13, Unilateral Agreement Condition 2.b(3); and
5. Ordinance 04-04, Unilateral Agreement Conditions 1.a and 3.



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE _____

BILL _____

A BILL FOR AN ORDINANCE

SECTION 3. This ordinance takes effect upon its approval.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawai'i

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this _____ day of _____, 20 _____.

Rick Blangiardi, Mayor
City and County of Honolulu

NOTE:

Additional Proposed Zoning Labels (refer to map)

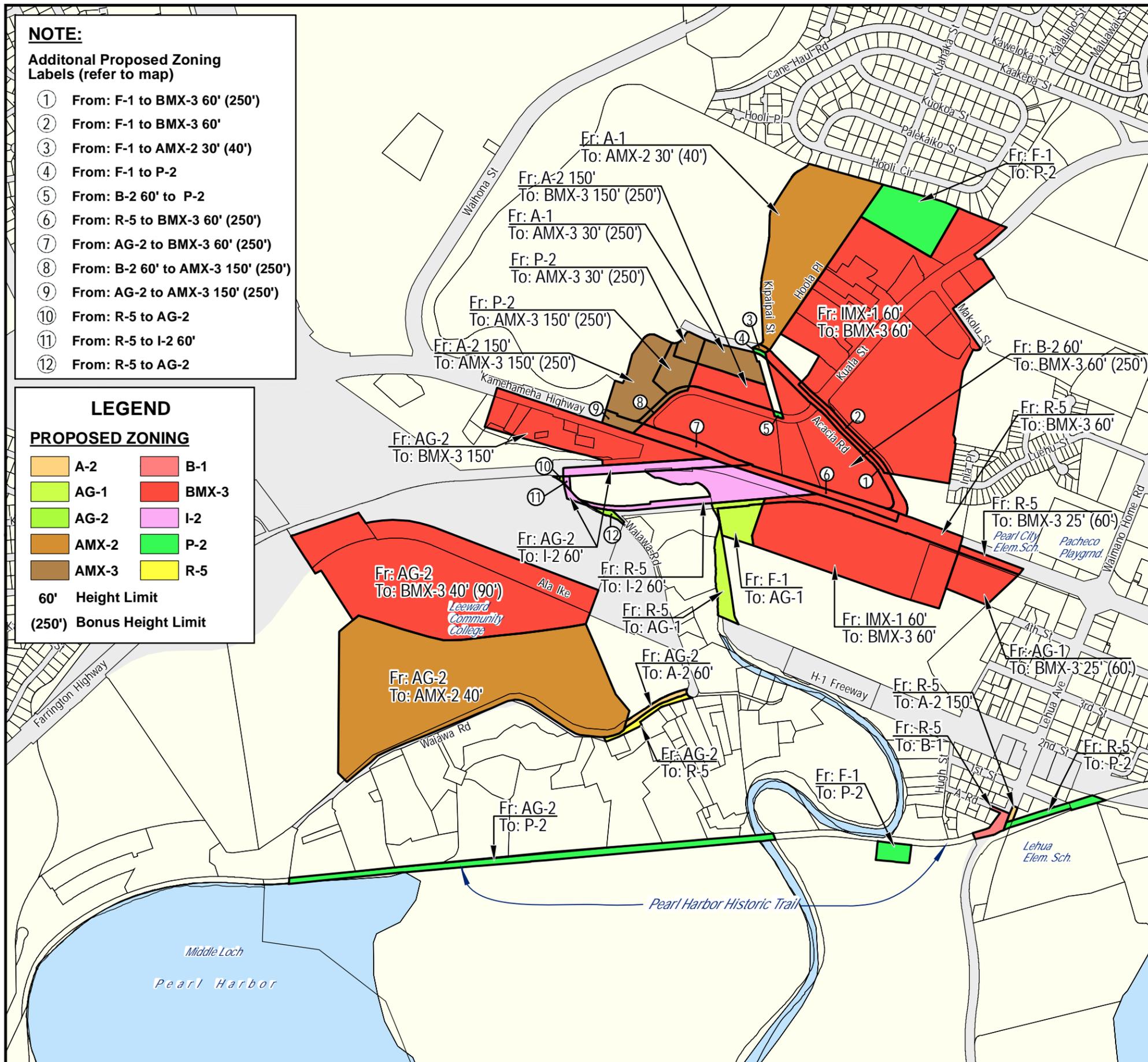
- ① From: F-1 to BMX-3 60' (250')
- ② From: F-1 to BMX-3 60'
- ③ From: F-1 to AMX-2 30' (40')
- ④ From: F-1 to P-2
- ⑤ From: B-2 60' to P-2
- ⑥ From: R-5 to BMX-3 60' (250')
- ⑦ From: AG-2 to BMX-3 60' (250')
- ⑧ From: B-2 60' to AMX-3 150' (250')
- ⑨ From: AG-2 to AMX-3 150' (250')
- ⑩ From: R-5 to AG-2
- ⑪ From: R-5 to I-2 60'
- ⑫ From: R-5 to AG-2

LEGEND

PROPOSED ZONING

 A-2	 B-1
 AG-1	 BMX-3
 AG-2	 I-2
 AMX-2	 P-2
 AMX-3	 R-5

60' Height Limit
(250') Bonus Height Limit



**PORTION OF
ZONING MAP NO. 7 & 8
HALAWA - PEARL CITY & WAIPAHU
Halaulani (Leeward Community College) and
Waiawa (Pearl Highlands) Station Areas**

APPLICANT: DEPARTMENT OF PLANNING & PERMITTING

TAX MAP KEYS:

- 9-6-003: por. 1, 12, 13, por. 14, 15, por. 16, 17, por. 18, por. 39, por. 43, 48, 49
- 9-6-004: por. 6
- 9-7-016: 28
- 9-7-018: por. 10
- 9-7-020: 59
- 9-7-023: 1, 17, 18, por. 20, 21
- 9-7-024: por. 6, por. 27, 28, 33-35, por. 36, 40, 43, 44, 51, 56, 58, 59, 62-64, 66-75

AFFECTED STREETS:

A Rd. (portion), Acacia Rd. (portion), Ala Ike (portion), Farrington Highway (portion), Hoola Pl., Kamehameha Highway (portion), Kipaipai St., Kuala St. (portion), Lehua Ave. (portion), Makolu St., Waiawa Rd. (portion)

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH.

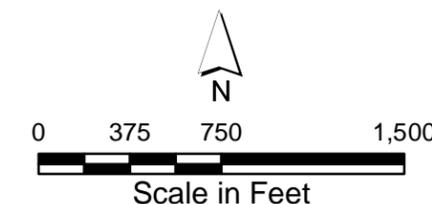
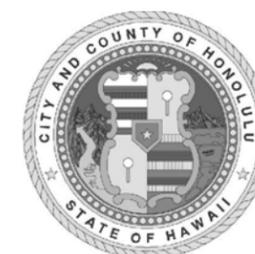
Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

FOLDER NO.: 2016/GEN-2

LAND AREA: APPROXIMATELY 190.81 ACRES

**PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU**

PUBLIC HEARING PLANNING COMMISSION CITY COUNCIL

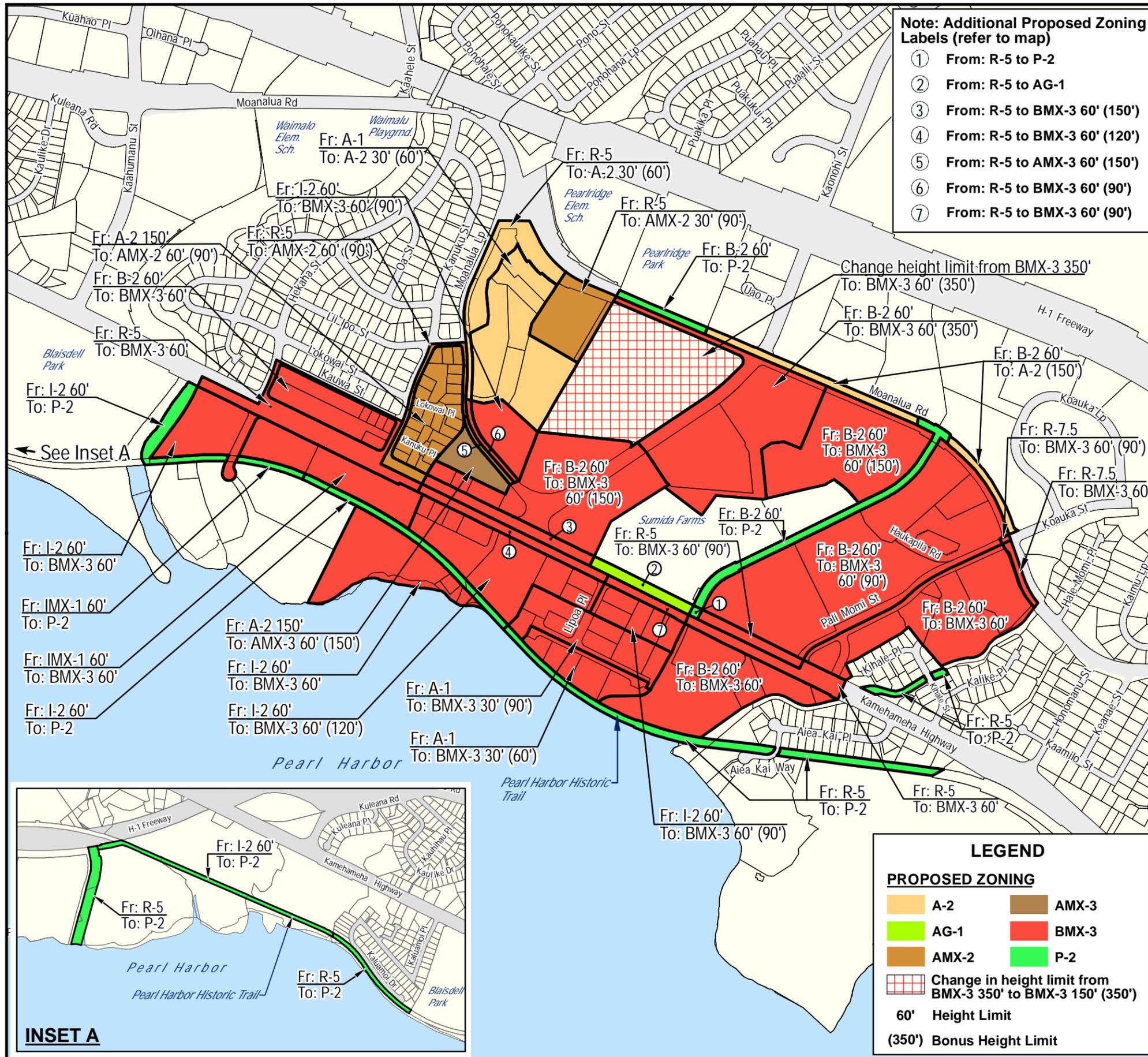


ORD. NO.

EFF. DATE:

BILL

2016/Z-7



**PORTION OF
ZONING MAP NO. 7
HALAWA - PEARL CITY
Kalauao (Pearlridge) Station Area**

APPLICANT: DEPARTMENT OF PLANNING & PERMITTING

TAX MAP KEYS:

- 9-7-018: por. 10, por. 12, 17
- 9-8-004: 16
- 9-8-007: por. 2
- 9-8-009: 1, 3, 5, 7, 8, 10-12, 14-17, 20-22, 25
- 9-8-010: 1-3, 6, 9, 18-26, 29-32, 34-44, 47, 48
- 9-8-013: 13-15, 20-25, 30, 31-33
- 9-8-014: 3-10, 12, 13, 15-22, 24, 25, 27, 29, 30
- 9-8-015: 44, 45, 47
- 9-8-016: 29-32, 37, 42, por. 45, 49, 51-53, por. 54, 55-58
- 9-8-021: 55
- 9-8-022: por. 72, 74, 78-81, 85, 86
- 9-8-025: 30, 60

AFFECTED STREETS:

Haukapila Rd., Hekaha St. (portion), Kamehameha Highway (portion), Kanuku Pl., Kanuku St. (portion), Kaonohi St. (portion), Kauwa St., Lii Ipo St. (portion), Lipoa Pl., Lokowai Pl., Moanalua Lp. (portion), Moanalua Rd. (portion), Pali Momi St.

NOTES:

Zoning districts without a height limit shown are subject to that district's maximum height, as specified in Chapter 21 of the ROH.

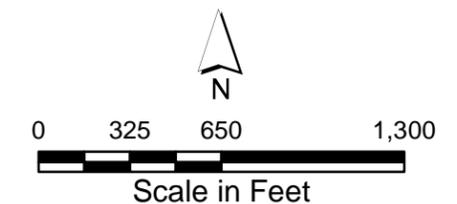
Zoning district boundaries shall be interpreted to follow the street centerline of the existing roadway when illustrated as such on the map.

FOLDER NO.: 2016/GEN-2

LAND AREA: APPROXIMATELY 192.23 ACRES

**PREPARED BY: DEPARTMENT OF PLANNING & PERMITTING
CITY AND COUNTY OF HONOLULU**

PUBLIC HEARING PLANNING COMMISSION CITY COUNCIL



ORD. NO.

EFF. DATE:

BILL